HORSELESS CARRIAGE GAZETTE

625.6

VOLUME 20, No. 5
SEPTEMBER-OCTOBER, 1958

THE JOHN CRERAR LIBRARY
NOV 5 1958

NATIONAL CARAVAN IN COLOR, Page 25

Christmas Gift Suggestions, Pages 32-41

Horseless Carriage Club of America

Founded in Los Angeles November 14th, 1937

Membership: 8341

A nonprofit corporation founded by and for automotive antiquarians and dedicated to the preservation of motor vehicles of ancient age and historical value, their accessories, archives and romantic lore

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MEMBERSHIP INFORMATION

Active Members have all privileges of the club, including voting. Annual dues, $5.00, $4.00 of which is for one-year subscription to the HORSELESS CARRIAGE GAZETTE.

Life Members have all privileges of the club, including voting, for life, upon payment of $100 dues.

Wives of Members (Charter, Active or Life) may become Active Members with all privileges of the club, including voting, except that but one copy of each National notice and each GAZETTE shall be sent jointly to husband and wife. Annual dues, $1.00.

Honorary Members have all privileges of the club except voting.

Regional Group Members, who must also be members of the National organization, pay dues as established by the more than 60 local clubs throughout the country.

Membership application forms now require the signatures of TWO recommending members. Forms bearing only one signature will henceforth be returned to applicants.

ANNOUNCEMENTS

GAZETTE Editor Fred Hayward is back on the job after his trip to Europe. A selection of photos picturing some of the early vehicles he saw there begins on page 20 of this issue. Under a slightly altered editorial plan, the Editor and the GAZETTE Committee expect soon to make the club magazine an even better publication, carrying later ads and more news features.

The cover picture and color insert are once again the work of Mike Roberts, the well known Berkeley, California, Reo enthusiast. This is the third color cover this year, something only the HCCA is able to do.

A new feature makes its appearance in this issue of the GAZETTE. Compiled by Burr Prentice II, a listing of CURRENT RESTORATIONS will hereafter appear in each issue. See page 69 for the first of what is bound to become a popular department. Purposes of the new section are many, but it is primarily a move to help those restoring cars find those hard–to–get parts. A similar listing has been a part of the British club's journal for some time, and has been a big help in getting together for their mutual help members who own the same models.

Regional Groups are asked to keep the GAZETTE in mind for SMALL as well as longer reports on their activities. Our space is limited, but it's nearly always possible to work in one or two photos (emphasizing cars, please) even though we don't have space for a full report. Let's hear from you more often with short notes and a photo or two!

The Register of Antique Automobiles published by the AACA and containing the results of a poll taken jointly three years ago by the AACA, VMCCA and the HCCA is just about gone. We have a few dozen copies available on a first–come, first–served basis to those who don't already have one. See page 32 for details.

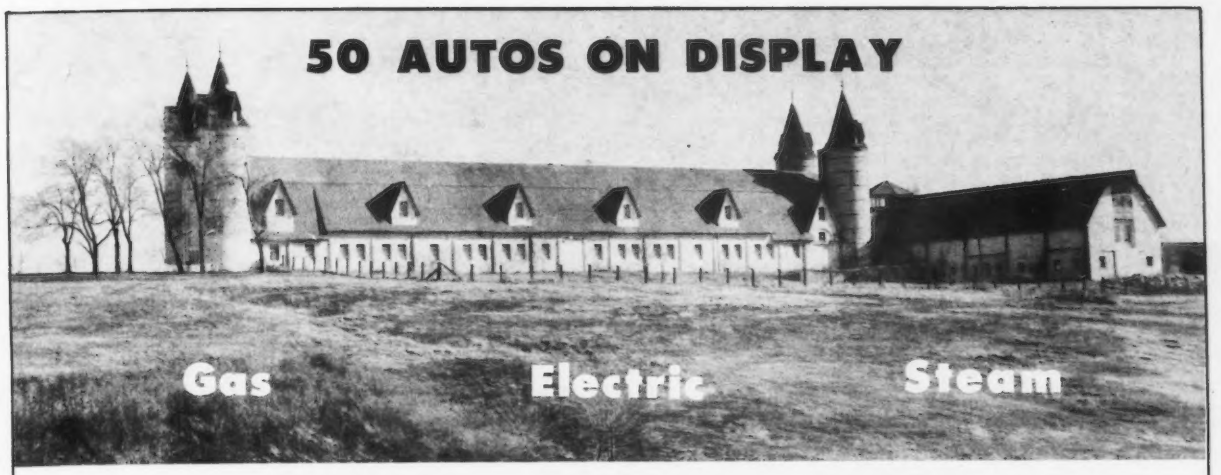
Christmas is almost here again, and the old car fan will welcome a gift related to his hobby. See the large selection of gift suggestions on pages 32 through 41, and on page 7.

Classified Ads are being accepted even later than before. We have advanced the acceptance date for For Sale ads in this issue to October 1st, and the next issue will also include Swaps and Wanted ads to the first of the month. This is an advance of two and a half weeks over the former deadline. Please remember that the free 50–word limit is for each issue, not each ad. If you send in two ads totaling more than the maximum free space you must remit the proper payment.

Membership renewals should NOT be accompanied by a second application form; this delays the mailing of your GAZETTE. If you have ever belonged to the HCCA just mention the fact when renewing.

Back issues of the GAZETTE are out of print for many numbers, but we are overstocked on some. Prices of these have been reduced, and are listed on page 34 of this issue. New members especially will appreciate these interesting GAZETTEs, and priced at the four for the cost of three rate they're a bargain.

Technical Hints on all phases of restoring are needed by the Editors for coming issues of the GAZETTE. If you have a novel, workable idea on mechanical problems please let us hear from you.



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HORSELESS CARRIAGE GAZETTE, published bimonthly at Los Angeles, California for October 1, 1958.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Horseless Carriage Club of America, 7730 S. Western Ave., Los Angeles 47, California; Editor, Fred Hayward, P. O. Box 553, Paramount, California. Managing Editor, none; Business Manager, none.

2. The owner is: (If owned by a corporation, its name and address must be stated and also the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given. Horseless Carriage Club of America, 7730 S. Western Ave., Los Angeles 47, California.
(A California Corporation).

PRESIDENT: Lester H. Barnett, 3845 Brayton Ave., Long Beach 7, California.
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3. The known bondholders, mortagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, and other securities are:) If there are none, so state.) None.

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FRED HAYWARD, Editor

Sworn to and subscribed before me this 29th day of September, 1958. (SEAL)

BETTIE F. PRENTICE
My Commission Expires Aug. 16, 1961

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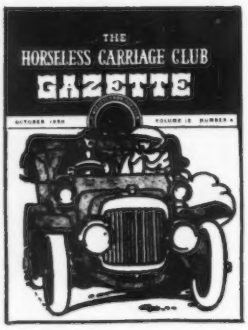
Coming Events

Phoenix to Nogales Tour – October 24–26. Details from Dr. J. R. Forbes, 1448 E. Rancho Drive, Phoenix, Arizona.

Rancho Rinconada Swap Meet – November 9. Watch southern California's COILBOX COURIER for further information.

National Dinner–Meeting – January 17th in Los Angeles. Watch the GAZETTE for complete details.



GAZETTE back issues

ONE DOLLAR per COPY

CHRISTMAS GIFT ADVERTISERS

ANTIQUE AUTO PARADE ..... PG. 39
Portfolio of American Antique Auto Lithographs
BOTHWELL RANCHES ..... PG. 7
Gift Packs of California Fresh Fruits
CLYMER PUBLICATIONS ..... PG. 40–41
Scrap Books, Instruction Manuals, Catalogs
CUSTOM TAILORING CO. ..... PG. 34
Shirts and Accessories
GEHRIG TIRE COMPANY ..... PG. 33
High Pressure Tires and Tubes
KLEIN IMPORTS ..... PG. 34
British Leather Goods
LANCASTER GLASS CORP. ..... PG. 61
Reflectors for Acetylene Headlamps
LONG ISLAND AUTO MUSEUM ..... PG. 35
Art Gallery Prints (Peter Helck) (Leslie Saalburg)
LONG ISLAND AUTO MUSEUM ..... PG. 37
China Show Case (Tiles - Ash Trays - Plates & Mugs)
LONG ISLAND AUTO MUSEUM ..... PG. 38
Color Post Cards – Model Car Kits
MARTIN COMPANY ..... PG. 33
Model "T" Ford Floor Mats
STANLEY LUCAS ..... PG. 33
Explosion Whistle
SORENSEN TOP SHOP ..... PG. 33
Factory Duplicate Model "T" Ford Tops
SOUTHERN CALIFORNIA TROPHY CO. ..... PG. 39
Special Horseless Carriage Trophies and Awards
WINFORD COMPANY ..... PG. 32
Witty Signs for your Windshield

When ordering – please mention the Gazette

OBITUARIES

Forest E. Box ..... Oklahoma City, Oklahoma

John J. Dollar ..... Georgetown, Connecticut

Larry Holcomb ..... Seattle, Washington

Frank Terdina ..... Tacoma, Washington

Christmas Gift Suggestions

Those who exchange gifts with Horseless Carriage Enthusiasts will find in the CHRISTMAS GIFT SUGGESTION section of this GAZETTE the finest and most complete offering of appropriate gifts. Whether it be new Whitewall Tires, a new Top, a new Floor Mat, an Explosion Whistle, or Reflectors for acetylene headlamps for the Horseless Carriage; or Lithograph Portfolios, Art Gallery Prints, Costume Shirts and Accessories, Gift Packs of California Fresh Fruits, Antique Auto Jewelry, Clymer Scrap Books, Instruction Manuals, Catalogs or other Motorbooks, Trophies for Horseless Carriage events, British Leather Billfolds or Compacts, China and Tile in Horseless Carriage Design, Model Car Kits, Auto Name Plate Lapel Buttons, or Witty Signs that invite the curious to Look but Don't Touch; all of these and more are to be found in the CHRISTMAS GIFT SUGGESTION section of this GAZETTE.

NOW is the time to place your orders. Write for the Gift items that you wish to give to your friends and relatives and have this portion of your Christmas Shopping well behind you. Do not put it off. DO IT NOW!

If you would like Santa to bring some of these items to you, do your family a favor and check the items that you would like, then leave the Gazette (Opened To The Proper Page Of Course) on the middle of the table. A little delicate hinting has never hurt anyone. And be sure to take care of the items that the family checked off for Santa to bring to them after they finished crossing off the items that they are ordering for you.

Get all of the orders into the mails this week and insure a Merry Christmas for the whole family.

Watch for it!

New National Roster

Out Soon

PHOTO CREDITS

Cover ..... Mike Roberts, Berkeley, Calif.
Page 12 ..... Sam DeBolt, Reno, Nevada
17 ..... Dr. Geo. Boyer, Allentown, Pa.
18 ..... A. R. Masters, Wichita, Kansas
19 ..... Sandy Grover, Madeira, Calif.
24 ..... Richard Merrill, Melrose, Mass.
25, 26 ..... Mike Roberts, Berkeley, Calif.
27 ..... Sam DeBolt, Reno, Nevada
28, 29 ..... Harry Johnson, San Pedro, Calif.
31 ..... J. A. E. Saunders, Darien, Conn.
46, 49 ..... Sam DeBolt, Reno, Nevada
Mike Roberts, Berkeley, Calif.
47, 48 ..... Mike Roberts, Berkeley, Calif.
50, 51 ..... San Diego UNION–TRIBUNE
52, 53 ..... Joe Davis, Downey, Calif.

HORSELESS CARRIAGE GAZETTE

OFFICIAL PUBLICATION OF THE

HORSELESS CARRIAGE CLUB OF AMERICA

VOL.20, No. 5
SEPT.-OCT.1958

THE COVER PICTURE by Mike Roberts shows a group of tourists on the recent National Caravan at Seattle–Tacoma, Washington. With Mt. Rainier in the background, the cars parked at a water stop are: 1910 Ford, 1902 Olds, 1909 Stoddard–Dayton, 1909 Wilcox and 1911 Oldsmobile. In left foreground are Tour Chairman Earl Davison and his wife Helen.

The HORSELESS CARRIAGE GAZETTE is published bimonthly by the Horseless Carriage Club of America. Articles appearing in this publication, contributed by members, express the individual opinions of the writers and are not necessarily the opinions of the Editors. Written permission must be obtained from the Board of Directors of the Horseless Carriage Club of America for the reproduction of ANY material appearing in the HORSELESS CARRIAGE GAZETTE.

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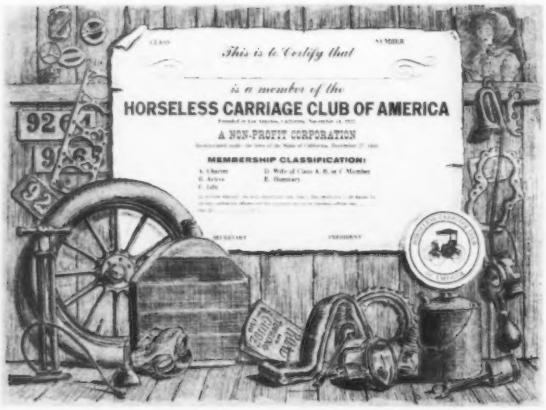
IN THIS ISSUE

Announcements 2
New Membership Certificate 6
Letters to the Editors 6
Disneyland Jamboree 8
Ohio to Nevada in a White Steamer 12
Greenfield Village Meet 14
Midwest Tour 15
Franklin Trek 17
Wichita Joyland Show 18
Central California Tour 19
Europe's Old Cars 20
Glidden Tour 24
11th National Western Caravan 25
To Canada by Cadillac 28
Model–T Swap Meet 30
Fairfield County News 31
Christmas Gift Suggestions 32–41
Fashion Views 42
La Jolla's First Outing 50
Performance of the Pioneers 52
Steam Car Meet 55
What's Its 56
Book Reviews 57
Classified Ads 58
Service Directory 60–61
Horseless Laughs 68
Current Restorations 69
Family Album 70
Asinine Alley 71

SECOND CLASS MAILING PRIVILEGES AUTHORIZED AT LOS ANGELES, CALIFORNIA.

NEW H.C.C.A. CERTIFICATE



Reproduced above is the new National membership certificate now ready for issue to new members. This is the result of an idea, and many hours of work, by member Jack DeVore of Akron, Ohio. The attractive two color design, printed on parchment, will be a big boost to HCCA prestige, and a unanimous vote of thanks is due Artist DeVore for his contribution.

Regional Group Publication Contest Closing

As announced earlier, the GAZETTE is again holding its annual REGIONAL GROUP PUBLICATION CONTEST. The judges will be looking for the same things as in past years, but in brief the important things are: 1) A publication that will catch the members' interest when it arrives in the mail, and 2) The thoroughness and clarity with which the Regional Group's news is presented.

Make sure that *at least four* of your Regional Group's issues are in the hands of the GAZETTE Editor, the National GAZETTE Committee Chairman or the National Regional Group's Committee Chairman by the first of December. Results of the competition will be announced at the annual National dinner in January.

see
CURRENT RESTORATIONS
page 69

LETTERS to the EDITORS

Sirs:

Here are some leads that I'm sure will be of interest to some of your readers:

FIRE ENGINES – one 1917 4–cyl. Stutz pumper, one 1920 4–cyl. Morlin hose truck with like–new hard tires, one 1927 Mack hose truck, three American–La France 6–cyl. pumpers. Condition ranges from good to excellent. Located near Oxnard, California. Contact Mr. F. E. Jeffries, Newbury Park, California.

WILLS ST. CLAIRE – Coupe converted to pickup truck. Parked in the open, near the road, on a farm on the east side of the Sonora to Angels Camp, California road, and about two miles out of Sonora.

Griffith Borgeson — Camarillo, Calif.

Sirs:

I am enclosing a couple of snaps which I am sure will interest fellow members. In the past I have bought and restored many cars for myself and other enthusiasts, but it has always been the old story of a barn, or tumble down shed, and the ensuing hagle over the price, then towing the junk home on a trailer.

Now here is a different story. I found this lovely old 1910 Packard 30, (chassis only) sitting in the driveway of an average house in the Toronto suburbs.

The wheels, as you can see in the photo, have been sawed off, and disk wheels from a later model Packard bolted on. The radiator is perfect, and five beautiful lamps, just tarnished, no cracks, even the lenses O.K.

You can imagine how I felt ringing the doorbell to ask if it was for sale, and then when the young fellow said sure Dad would like to sell it, would you like to see it run? He came out, turned on the switch, set the throttle and spark, went to the crank, pulled out the compression release, and the choke, pulled her over twice, and she started just like that.

He took me for a ride, just sitting on the gas tank, and I bought it that night. He drove it to my home and these snaps were taken the next day.

Well here is the story, the Dad still very much alive, was the chauffeur to the family that bought the car back in 1910. It was a seven passenger touring, and was only used a little, then put away. After many years they gave the old car to the chauffeur, and he scrapped the body. Because he couldn't get

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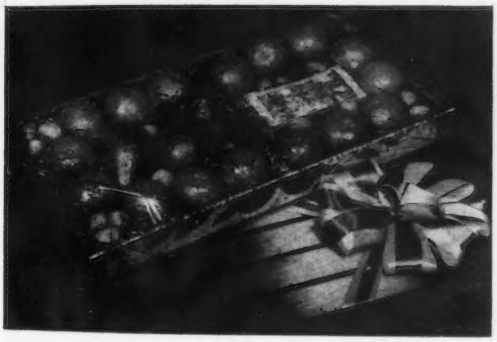
PACK "A" 15 lb. assortment, including oranges, avocadoes, dates, walnuts, in attractive box, $7.50, including express charges.



BOTHWELL RANCHES

RANCHO RINCONADA
WOODLAND HILLS,
CALIFORNIA.

PACK "K," 19 lbs. Mix or match an assortment of apples, oranges and/or pears, $4.95, including express.

tires, he cut the spokes and mounted the disks. Then he used it to haul lumber in a little sawmill. It was used like that for a few years, then the old gent took sick and the car was stored in a garage. The day before I saw it, the young man had decided to tidy up the old garage, and he told me it was no trouble at all to start the engine, so he blew up the tires, and drove to his house to see what he might do with it. And that's where I happened along.

Now the problem is what should I do, I would like to restore it, but the wheels are a problem. Would anyone have any suggestions? Does anyone have a body? I could make a Gentleman's roadster out of it, but I would need some data. I thought perhaps if you could publish these snaps, it would interest our friends, and someone might come up with helpful data.

J. Gordon Edington — Toronto, Canada

Sirs:

Recently I made a trip to the southwestern part of Minnesota to pick up a running gear for a 1910 Ford, which I had loaded on my trailer and started to head north. After approximately 50 miles of driving I discovered I lost a fender enroute belonging to the Ford running gear. After a fruitless search, I stopped at a local country store for a cool soft drink. The elderly lady shopkeeper was curious to know what I had on the trailer. When I told her, she commented that they had had a Maxwell in the family for three generations. I learned that the car had not been in use because of their failure to obtain tires for it. After further conversation I was invited to look at the auto which was stored at the family farm three miles south, one and one–half miles east, another one and one–half miles

south and another one and one–half miles east. Confusing, isn't it? Can you imagine my amazement to find a 1911 Maxwell, model EA, that had been stored there since the early part of 1913. It had been driven approximately 1,800 miles and still has the Ajax fabric tires that were on the auto when it was originally purchased. The markings on the tires read September, 1910. It also had the first original license plates which, incidentally, was the first year the state of Minnesota issued auto license plates.

I thought you might like to use my story for publication in your magazine. I am enclosing two snapshots showing the condition of the car in which I obtained it.

Rather fortunate, wasn't I?

Marvin R. Young — Matteson, Illinois

The Disneyland JAMBOREE

The big three-day DISNEYLAND JAMBOREE organized by the southern California regional group brought together more than 120 early cars from throughout the western states. Horseless Carriage fans from as far as Wichita, Kansas, and Tacoma, Washington, were on hand for the festivities.

The first day's "Mystery Tour" required drivers to follow an involved set of instructions while watching out for a host of road and advertising signs they were obliged to locate. Each car had a different time schedule and route, and those who followed another participant probably covered twice the standard 40-mile distance. This tricky event over scenic back roads was won by National President Les Barnett in his 1909 EMF, with an assist from his wife Virginia as navigator.

Saturday's "Carcathalon" tried the driving skill of the best drivers, some of the large cars, particularly, being found unsuitable for the involved course. A steam car, O. J. Ottoway's 1901 Locomobile, was Grand Sweepstakes winner in the Carcathalon. Ottoway, in fact, took four trophies back to Wichita with him. Another bit of proof that the steam car is not dead yet! During the afternoon following these difficult driving exercises a Fashion Show was staged in the Disneyland Pavillion, attended by large crowds of Disneyland visitors as well as HCCA members.

The final day's activity centered around a parade in Disneyland itself, and brought out a number of cars not seen earlier in the Jamboree. Gordon Howard, overall head of the project, looked weary but pleased with his Committee's work as he headed his 1910 Thomas Flyer homeward. All agreed it was a fine event from start to finish, and it will be no surprise if reservations for next year's event begin coming in this month.

MYSTERY TOUR

Start of the MYSTERY TOUR

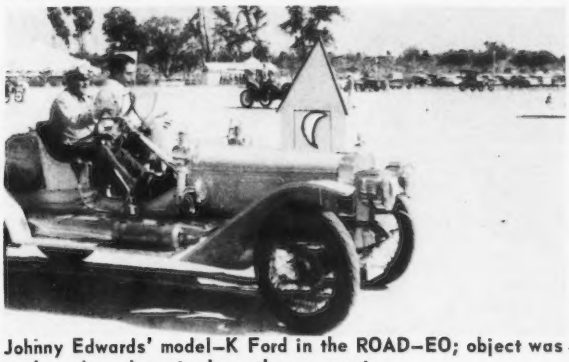
Ted Bowers' 1911 Pope-Hartford in a wooded area.

CARCATHALON

Early arrivals at the mid-tour stop.

Line-up of Buicks at the lunch stop.

Jamboree Official Ted Bowers, on running board, checks for high gear position on Durden Roper's 1914 Ford in the SLOW–FAST race.

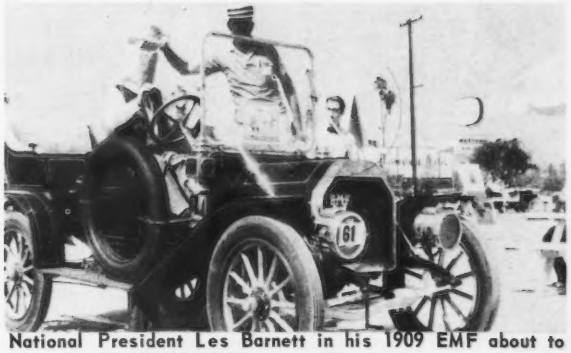


Johnny Edwards' model–K Ford in the ROAD–EO; object was to throw bean bags in the outhouse opening.

Warwick Eastwood, National V.P., gets a drink at the CORK PULLER event. Car is his 1905 Buick.

TOP SCORER in the Carcathalon was this 1901 Locomobile driven by O. J. Ottoway of Wichita, Kansas.

Ray Scott's 1915 Chevrolet gets safety check at the PIT STOP.



National President Les Barnett in his 1909 EMF about to start the BLIND DRIVING event. Plez Nance gives the starting signal.

Marc and Patty Messinger from Yakima, Washington (1907 Franklin) making good time on the MAYPOLE course.

The horn sounds as Dr. Harold Henig's 1911 Ford makes a tight turn in the BUM STEER event.

Bill Collier jacks the wheel of his 1910 Maxwell clear of the ground in the final stage of the Carcathalon.

Disneyland Parade & Fashion Show

1911 Cadillac

1909 EMF

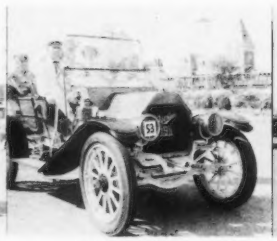
1908 Stanley

1904 Oldsmobile

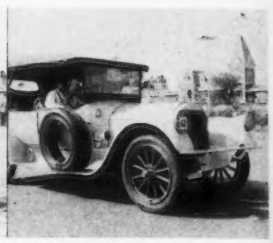
Mobilgas "Topper" sound car.

1908 REO

1913 Ford


1911 Overland

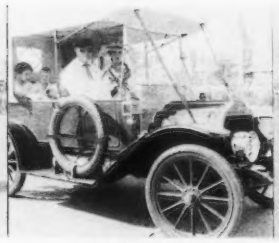
1913 Ford


1914 Pierce Arrow

1906 Tourist

1912 Buick

1907 Panhard–Levassor


1911 Flanders

1911 Pope–Hartford

1907 Reo

1910 Ford

1911 Franklin

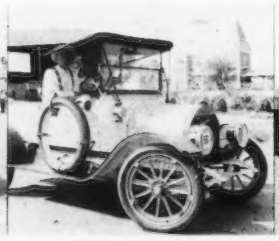
1914 Overland

1908 Buick

1911 Maxwell

1912 Metz

1912 Ford


1913 Studebaker

1910 Stoddard–Dayton

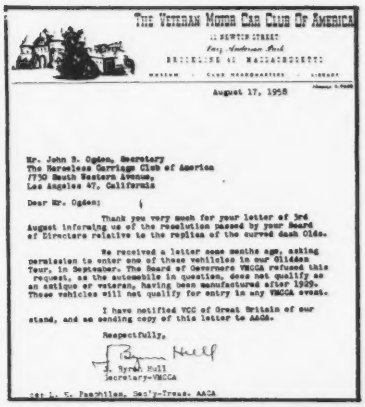
Phony "Antiques" Condemned

The announcement that replicas of the curved dash Olds were to be manufactured by two eastern concerns has met with universal disfavor by serious old car enthusiasts everywhere. While they may certainly be useful in some commercial ventures, the modern vehicles have no place in club activities, and the HCCA's view is set forth in the following unanimous resolution by the National Board of Directors. Below that are reproduced the letters citing the reactions of two other clubs.

WHEREAS IT HAS BEEN ANNOUNCED THAT THE MANUFACTURE OF OPERATING IMITATIONS OF ANTIQUE CARS HAS BEEN PLANNED AS A COMMERCIAL VENTURE AND;

WHEREAS THE DISTRIBUTION, DISPLAY AND OPERATION OF SUCH IMITATION ANTIQUE CARS IS INCOMPATIBLE WITH THE PURPOSE OF THE HORSELESS CARRIAGE CLUB OF AMERICA, NAMELY THE RESTORATION AND PRESERVATION OF MOTOR VEHICLES OF ANCIENT AGE AND HISTORICAL VALUE;

THEREFORE, IT IS HEREBY RESOLVED BY THE NATIONAL BOARD OF DIRECTORS OF THE HORSELESS CARRIAGE CLUB OF AMERICA THAT THE DISPLAY OR OPERATION OF REPLICA ANTIQUE CARS IS NOT IN THE BEST INTERESTS OF THE MOVEMENT TO RESTORE AND PRESERVE MOTOR VEHICLES OF ANCIENT AGE AND HISTORICAL VALUE, AND THAT SUCH DISPLAY OR OPERATION SHALL NOT TAKE PLACE IN CONNECTION WITH ANY HORSELESS CARRIAGE CLUB OF AMERICA ACTIVITY.



THE VETERAN MOTOR CAR CLUB OF AMERICA
11 NEWTON STREET
Fort Anderson Park
BRICKLINE 46 MASSACHUSETTS
MUSEUM · CLUB HEADQUARTERS · LIBRARY

August 17, 1958

Mr. John B. Ogden, Secretary
The Horseless Carriage Club of America
7730 South Western Avenue,
Los Angeles 47, California

Dear Mr. Ogden:

Thank you very much for your letter of 3rd August informing us of the resolution passed by your Board of Directors relative to the replica of the curved dash Olds.

We received a letter some months ago, asking permission to enter one of these vehicles in our Glidden Tour, in September. The Board of Governors VMCCA refused this request, as the automobile in question, does not qualify as an antique or veteran, having been manufactured after 1929. These vehicles will not qualify for entry in any VMCCA event.

I have notified VCC of Great Britain of our stand, and am sending copy of this letter to AACA.

Respectfully,

J. Byron Hull
J. Byron Hull
Secretary-VMCCA

cc: L. K. Pamphilon, Sec'y-Treas. AACA

WILbeck 1661

THE VETERAN CAR CLUB OF GREAT BRITAIN

Secretary
Capt. D.C. Morrison, R.N.,

Life Patron: G.J. Allday, MBE
President: G.E. Lanchester

14 Pitchardings St.,
Portman Square,
London, W.1.

J.B. Ogden,
Secretary,
Horseless Carriage Club of America,
7730 South Western Ave.,
Los Angeles 47,
California.

7th August, 1958.

Dear Mr. Ogden,

Auctions of the VCC Model Oldsmobile Car.

Many thanks for your speedy and interesting reply to the request contained in my letter to you dated 25th July.

My Committee will be very grateful for this information when I bring it to them at the next meeting and I am sure I will not be wrong in saying in advance that their views coincide entirely with those expressed by the Board of Directors at their meeting held on 28th June last.

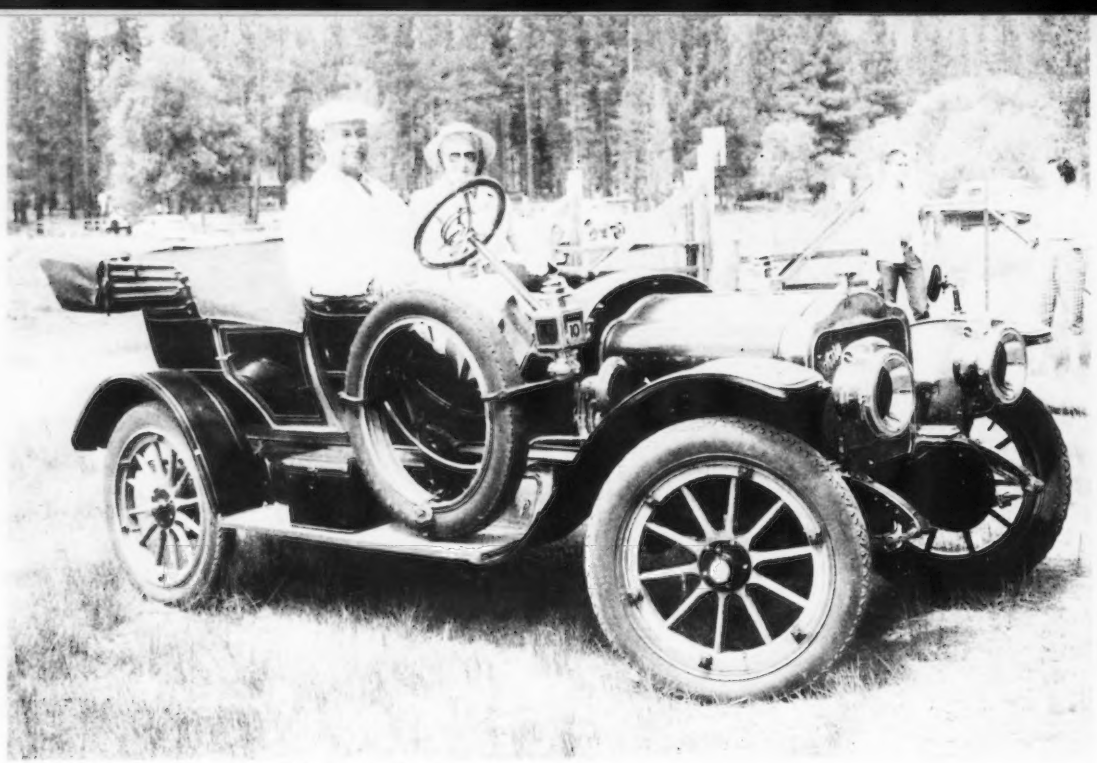
Please accept my sincere thanks, on behalf of my Committee for your kind co-operation in this matter. I will of course be writing again after my Committee have met in September.

Kind regards and best wishes to your Club,

Yours sincerely,

D.C. Morrison
D.C. MORRISON
SECRETARY

DCM:AAS



The WHITE shown near Lake Tahoe in the Sierras.

OHIO to NEVADA in a 1911 White

N. O. Geisinger makes record cross-country trip

For the past several years, our friends have probably tired of hearing of my plans to make a trip to California in an antique car. The less discreet actually laughed at me, and others had their doubts that it would ever happen.

After having my plans upset for three years, I had reached the point of "this year or never" and after a lot of extra effort to get things in shape at the office, I could see May 31st as a departure date, which would enable us to take our time to do as we pleased enroute – something I had never been able to do.

Late hours were expended on my 1911 White, four passenger touring. I had to make sure that the sixty–odd grease cups were full and that the pistons were connected to the crankshaft, etc. Expecting some hot weather on the plains, I installed a windshield.

I put the top down and was getting ready for the count down, when one of my clients passed away and I was obliged to defer my departure one week.

I was beginning to fear that this might be another year of disappointment, but my luck changed and Saturday noon, June 7th, I put a case of oil and four hot spark plugs in the old White and headed west. Without advance reservations, I was obliged to stop reasonably early in the evenings, in order to avoid running out of motel accommodations. However, I didn't hold up any traffic after I got started, and put 253 miles behind me Saturday afternoon.

Sunday morning, the sun and I got up at the same time and I did my best to counteract a young tornado which cost me the temporary windshield I had installed, and would have cost me a top if it had been up. In spite of the short delay to repair the damage, I spent Sunday night in central Missouri, and rolled into Colorado Tuesday evening – having spent Tuesday forenoon with relatives in central Kansas. After you cross into Kansas, the road is level and just made for the Old White. We made the most of it, after a slight delay caused by magneto failure.

Having had my share of the wrong kind of luck, I had expected the worst when I started, but after weathering the tornado and missing the rains that fell along the way I was just beginning to feel lucky when I hit Kansas. Sailing along over the Kansas prairie, with nothing to worry about, and wishing for a companion to share the fun, I was suddenly conscious of a miss in the motor.

I shut it off and coasted to the only ranch house within sight for twenty miles. A check out located the trouble in the new magneto and I took it apart to discover a loose connection.

Inquiry at the house produced a 10¢ soldering iron which I heated on a gasoline stove and made the necessary repairs, and off I went again – thinking how lucky I was to have everything happen "at just the right time."

Mrs. Geisinger had hatched up a business deal that

couldn't be completed in time for her to leave with me, so she caught up with me by plane, in Colorado. We spent a few days with relatives and left for Reno Saturday morning. The first day out of Denver, we rode with the top down and she got a strawberry complexion that later on came off. I just got blacker. From Denver on, our progress was considerably slower. The old White wasn't intended for the mountains. However, we could and did keep up with the modern cars on the down side, and made good progress.

We followed Route 40 over Rabbit Ears Pass and had a taste of below–freezing weather, and wished we had brought our red flannels along. Route 40 is quite scenic and we regretted our inability to stop at Salt Lake City. Sections of the road were being surface treated in many places and the flying tar became a sticky problem several times.

We reached Reno at noon on the fourth day out of Denver, which isn't bad going when you stop to consider the fact that motels are scarce out that way and we didn't take any chances, and holed up early each day.

The only mishap that occurred that could have been serious, couldn't have happened at a better time. After coasting down the mountain sides for miles, the coupling on the magneto decided to drop off as we were crossing a long bridge. I coasted across the bridge, got out and saw what had happened and was wondering how many miles it would be to the nearest garage; then I looked back and saw the coupling lying about 8 inches from the edge of the bridge. I knew right then that after 70 years my luck had changed. Nothing like that had ever happened to me before. I put it back where it belonged and cranked up and away we went.

When we drove into Reno, we were directed to Bill Harrah's garage, and after three days of desert dust and fresh road tar, I can imagine that we could have passed off for a modern version of "Gravel Gertie and B. O. Plenty."

I talked with the garage manager, and was attempting to convince him that we weren't gypsies, when a gentleman stepped up and introduced himself as Bill Harrah. I was too speechless to say, "Oh, yeah!"

My acquaintance with successful club operators has been limited to the T. V. version, those big shots who remain aloof and conduct their operations from penthouse offices and whose business and social affairs are usually arranged for, or handled by a half dozen beautiful blondes, and an equal number of strong healthy bodyguards. I was certain I'd never meet one in a garage.

I've never been accused of being over–sociable, and when Mr. Harrah introduced himself, I was completely at a loss for words. He too, is equally conservative and neither of us said anything that could have offended the other, for quite some time.

Eventually, out of the verbal vacuum, I managed to explain that we were from Ohio, had driven out in hopes that we could arrive in time to participate in the Reno Tour, which Herb Royston had recommended to us. I told him that we didn't have any reservations and would not be offended if the accommodations were all taken up, and our sole reason for not having made reservations was due to the fact that we weren't sure we could get away, or that our old unrestored White would make the trip.

We told him that if we could not join the Reno tour, we would go on down to Los Angeles, and come back for the National tour which was to be held a week later – so that he shouldn't put himself out to arrange accommodations for us. We also told him that our appearance could be improved by the application of water and some scouring powder. He may have doubted this, but immediately determined to find out.

With an exhibition of a quiet type of proficiency that we stockholders would like to see in some of the big corporation executives, he directed us to the best motel in town, and within minutes had put me in contact by phone with Sam DeBolt, the tour chairman, some fifty miles away, and had our car on the washrack where an expert gave it the soundest scrubbing it ever had in its life.

The tour chairman assured us that he was most anxious to see anyone who would come so far in a 1911 car and promised to provide the necessary accommodations. Dot and I retired to the motel and took turns scrubbing. She peeled off nicely, but not evenly – but nothing could be done for the ebony complexion I had acquired. I think I could have passed off as her colored chauffeur throughout the tour.

After a good sound night's sleep, and the realization that we had made it, we proceeded out to Lake Tahoe Wednesday afternoon. We ran into a bit of California dew on the way, and were obliged to put the top up. The predictions were for more rain that week, but here again my luck held out and the weather cleared up, and a finer week for antique car touring could not have been asked for. Our accommodations were superb and I can well understand why the Reno Club members think so much of Mr. Harrah. He and his associates really went all out to make this tour an outstanding success, and I shall always remember it as the nicest tour I have ever been on.

Lake Tahoe is one of the most beautiful spots I have ever visited and the tour route was one of constant scenic beauty. The trip through Virginia City was one that I shall do again, and everyone was so friendly and congenial. The "Firehouse Five Plus Two" provided music wherever we went and deserve a lot of credit for making the stops so pleasant. The meals and entertainment were outstanding and the costumes provided an ever changing panorama of beauty in the days gone by. No one can fully appreciate the part the costumes play in the HCCA tours until they come in from the outside as we did. Many times we wished our Ohio friends could have been with us and see how much the costumes added to the events.

I was sorry the tour was only a four day affair. There was never a dull moment and the time seemed too short. We had an opportunity to meet a lot of real folks – some of whom we have corresponded with over the years, in quest of parts or information. I was pleased to see so many nice pre–1915 restorations. Our little White was outclassed, and I tried to keep it in the background.

The tour was just one pleasant surprise after another. Reno was most interesting, and friendly Mayor Harris gave me a key that he said would let me in any door in town. I didn't try it.

The ever present opportunities to try your luck and enjoy the privilege without fear of the consequences, amazed us no end. The historical exhibits in the clubs fascinated me and I want to see them again.

Our White's qualities are not the type that please the eye, and our award, for coming the longest distance, will probably be the only prize it will ever get – and is appreciated.

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OHIO TO NEVADA CONTINUED

At the conclusion of the tour, we parked the White in Mr. Harrah's garage and flew down to visit relatives and friends in Los Angeles, during which time Herb Royston showed me some of the cars that I have read so much about in the Gazette. I was pleased to see his Chalmers in process, and will look forward to seeing it on some future Reno Tour.

After a week in L. A., I came back to Reno and picked up the White and went back to Kansas over Route 50. I can heartily recommend the scenic beauty of Route 50, and was amazed at the changes of temperature that I encountered. Route 50 has everything from the 100° plus temperatures on the Utah desert to the below freezing temperatures in the mountain passes. On two occasions I had to get out and run back and forth to get warm enough to drive, but the scenery is "out of this world" and I hope to make the trip again in a more leisurely fashion and take in some of the many side points of interest that appeal to those of us who live so far away from the rockies.

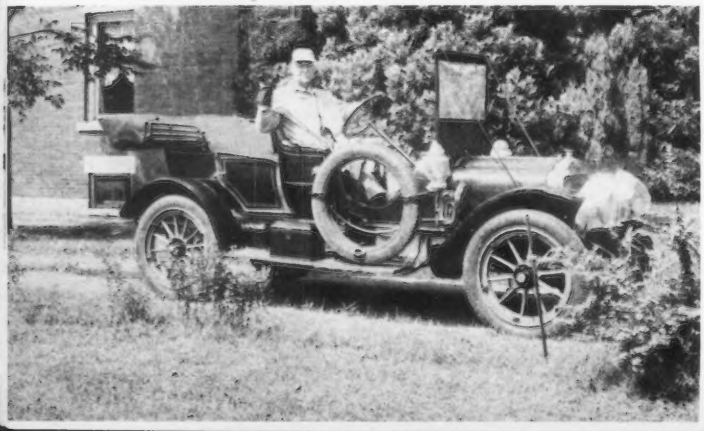
Incidentally, I neglected to say that while in L. A. we visited Disneyland, Knotts Berry Farm, San Diego, the forest of oil wells in Long Beach, etc. There is lots to see in the west and I am looking forward to seeing more of it. Dot eventually ran out of aunts and cousins, and was obliged to join up with me in western Kansas – where we imposed on my relatives for several days; after which we started home, making a few stops enroute at museums and other points of interest. We arrived home ten minutes ahead of one of the worst cloudbursts our section of Ohio has ever had. Its been raining since.

I have spent the past two weeks telling our friends what a wonderful time we had and NO TROUBLE – in spite of everybody's various and dire predictions, and that for some unaccountable reason we missed all of the storms which seemed to follow us everywhere we went.

It was the first real vacation I ever had and the trip to and from Reno was not half the effort that even I had anticipated it would be. Dot has her original complexion back and I'm commencing to fade a little but I'm fearful it will take one of our winters to get me back to normal.

We are deeply indebted to Mr. Harrah and his Reno Tour committee for all the favors extended us; and we are grateful to the Tour participants for the friendly attention we received. We can and will heartily recommend the Reno Tour to our antique car friends and hope that some of them will participate in some of the future tours. Until then, this trip and the Reno Tour will occupy the front page in our book of memories and I want to again thank Herb Royston for recommending it so highly.

N. O. Geisinger in the 1911 WHITE, ready to leave on another cross-country adventure.



HENRY FORD MUSEUM

OLD CAR FESTIVAL

Antique cars chug around the Village Green preparatory to preliminary judging at the Eighth Annual Old Car Festival at Greenfield Village, Dearborn, Mich., last month.

Vernon R. Hagenbring, Arlington Heights, Ill., receives a silver cup after his 1911 Knox Touring car won the grand championship in the 1899–1916 division. Hagenbring drove his 40 horsepower Knox the 331 miles to Dearborn, Mich. He has done most of the restoration work himself over the last four years. Knox cars were built in Springfield, Mass., from 1900 to 1913. A 1922 Marmon Speedster, owned by C. E. Valentine III, Birmingham, Mich., won the 1917–25 division grand championship.

GAS LIGHT REFLECTORS AVAILABLE

The Lancaster Glass Corporation of Lancaster, Ohio can supply MANGIN MIRRORS for acetylene headlamps from current stock in a wide variety of sizes. These are duplicates of the original reflectors as manufactured by the Lancaster Company fifty years ago. HCCA members are invited to write for a complete list of sizes and prices.

Rapid City Hosts Midwest Fans

by Dorothy Ostrander

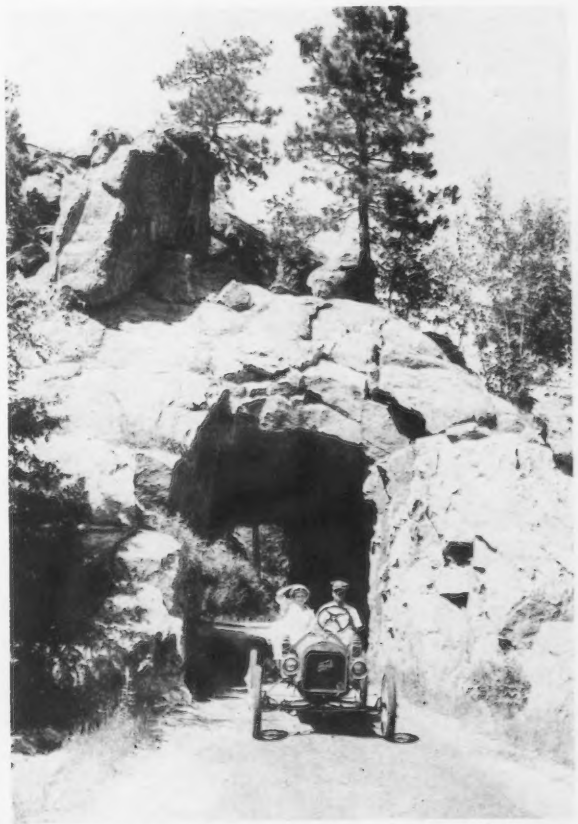
Seventy–nine cars and more than 200 persons from 11 states converged on Rapid City, South Dakota, for the big Midwest tour organized by that Regional Group in early August. The first day's drive into the renowned Black Hills was a mostly–uphill 84–mile jaunt, undertaken in 95 degree heat that made tops or parasols essential equipment. First scheduled stop was at Hill City for a ride on the 1880 narrow gauge steam train there. Still climbing, the road led to a lunch stop at Sylvan Lake, and from there upward via the Iron Mountain Road and its pig–tailed bridges and tunnels. A real test for any car, but even the one and two cylinder machines and a Stanley Steamer were able to make the trip slowly but surely. A few hours rest at famed Mt. Rushmore National Memorial was welcomed by all drivers, however.

The second day of touring included a hundred miles of driving less mountainous than the previous day's, but covering very interesting country. Reaching the mile–high city of Lead the procession visited the famous Homestake gold mine, richest in the U. S. Lunch and a guided tour of the property were a treat for all. The historic towns of Central City and Deadwood were next on the itinerary. The latter town's folklore includes such names as Wild Bill Hickock (he was killed there), Calamity Jane and Preacher Smith. Crossing the old Oregon Trail near Boulder City, the drive back to tour headquarters at Rapid City was without incident. A gas light parade and a drive–in movie rounded out the day's full program.

Judging of the cars and tall–tale–swapping occupied the final day. Arthur Rippey of Denver, who made the tour in a Rolls, was speaker at the awards banquet that wound up the big Midwest event. The tour had ended too soon for most participants, who were unanimous in giving a rousing cheer to Tour Chairman Fred Freeman for his first rate job in planning and running the best tour yet held in the Midwest area.

Jim Kimball and family stopped their '26 Ford at the Hill City railroad yards to inspect the Black Hills Central R. R. equipment.

Lorn Lane of Rapid City at the wheel of a 1913 Ford T. In the background, the Mt. Rushmore National Memorial.



Emerging from one of the many tunnels on the Black Hills tour are Bob Peters and Gretchen Arnholz of Joplin, Mo., and Wichita, Kansas, respectively. The car is Bob's 1913 Ford speedster.

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Midwest Tour CONTINUED

A hairpin turn on the Iron Mountain Road. The car is John Ruggiero's 1913 Ford.

Emerson Hurick's 1914 White high on a pig-tailed bridge on the Iron Mountain Rd.

At Mt. Rushmore: Les and Maurine Ripple in their 1908 Buick. Passengers are the Al Redmonds of Potosi, Mo.

Picnicing at Sylvan Lake.

Arthur Rippey's vintage Rolls-Royce follows Jim Kimball's Ford nearing Hill City.

John and Jane Freeman of Wichita round a turn on the Iron Mountain Road in their 1913 Ford.

Awards Presented

Best Restored, Pre–1906

1. OLIE EDIGER – WICHITA, KANSAS
1901 OLDSMOBILE RUNABOUT
2. DALE KUGLER – COZAD, NEB.
1905 FORD ROADSTER
3. HERB OTTAWAY – WICHITA, KANSAS
1901 LOCOMOBILE

Best Restored, 1906–11

1. FRANCIS TURLEY, – WICHITA, KANSAS.
1907 MAXWELL RUNABOUT
2. BERT LEHMAN – DENVER, COLO.
1906 MASON RUNABOUT
3. J. E. STRATMAN – WILCOX, NEB.
1911 FORD T – COMMERCIAL ROADSTER

Best Restored, 1912–15

1. R. L. SCHNEIDER – TULSA, OKLA.
1913 FORD TOURING
2. BOB PETERS – JOPLIN, MO.
1913 FORD SPEEDSTER
3. OTIS PINKERTON – HUTCHINSON, KANSAS
1912 FORD TOURING

Best Restored, 1916–25

1. JACK PARKER – TULSA, OKLAHOME
1924 FORD ROADSTER
2. A. G. RIPPEY – DENVER, COLO.
1923 ROLLS ROYCE
3. DALE KING – WICHITA, KANSAS
1923 FORD TOURING

Best Restored, 1926–42

1. ALLEN COGZILL – HUTCHINSON, KANSAS
1929 CHEVROLET ROADSTER
2. MELVIN BAILEY – WICHITA, KANSAS
1930 WILLYS KNIGHT ROADSTER
3. DANIEL ZABEL – DENVER, COLO.
1936 FORD TOURING

Brass Model Ts

1. R. L. SCHNIEDER – TULSA, OKLA.
1913 FORD TOURING
2. JACK FREEMAN – WICHITA, KANSAS
1913 FORD TOURING
3. BOB PETERS – JOPLIN, MO.
1913 FORD SPEEDSTER

Steel Model Ts

1. JOHN WILKINSON – TULSA, OKLA.
1918 FORD TOURING
2. JACK PARKER – TULSA, OKLA.
1924 FORD ROADSTER
3. DALE KING – WICHITA, KANSAS
1923 FORD ROADSTER

Best Car of Tour

R. L. SCHNEIDER – TULSA, OKLA.
1913 FORD TOURING

Most Popular Car on Tour

BERT LEHMAN – DENVER, COLO.
1906 MASON RUNABOUT

Hard Luck Trophy, Pre 1916

DALE KUGLER – COZAD, NEB.
1905 FORD ROADSTER

Hard Luck Trophy, Post 1916

CARL RISTER, MINN., MINN.
1931 BUICK PHAETON

Car Driven Farthest, Pre 1916

1915 PIERCE ARROW TOURING
DR. H. S. BENNIE – ALMENA, KANS.

Car Driven Farthest, Post 1916

G. K. LANEY, SR. – KENT, WASH.
1931 AUBURN CABRIOLET

DOING IT THE HARD WAY – Olie and Velma Ediger in their 1901 Olds lead Herb Ottaway's 1901 Locomobile steamer on the Mt. Rushmore road.

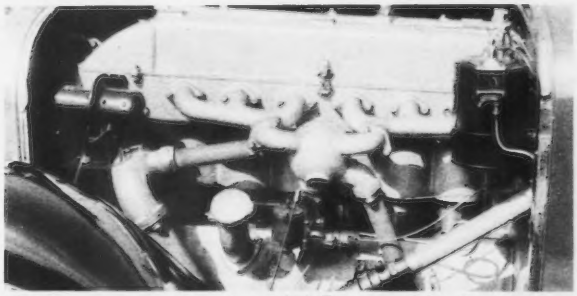
Russ and Dot Ostrander of Rapid City on the Iron Mountain Road in their vintage Lincoln.

FRANKLIN CLUB HOLDS ANNUAL TREK

A report from Miles Amick reveals that the annual H. H. Franklin Club Trek to Syracuse in mid–August was an outstanding success, with cars from as far as Canada attending. Franklins of all ages were there, plus a few other air cooled machines, including a rare 1922 Fox. The group made a number of trips to sites near Syracuse associated with early Franklin history, and held their regular business meeting. Advisors elected for the coming term are: Earl Buckman of Garretsville, Ohio, E. S. Clavel of Wauchula, Florida, Walt Fife of Los Angeles, and Ray Keeler of Ridgefield, Conn. President for the coming year is Dr. George Boyer of Allentown, Pa. Top award at the Franklin Trek went to Fenton Meredith's 1911 model–G Franklin. Dates for next year's Trek have been announced as August 14th and 15th – all air cooled enthusiasts are asked to mark the dates on their calendar now.

Orville Wright's first car, a 1913 Franklin 6–30 brought to the Trek by J. H. Gest of Ontario, Canada.

Fenton Meredith at Youngstown, Ohio, in his 1911 model–G Franklin that took the award for the "Best Car on Trek."



Engine room of a rare air cooled Fox owned by George Kipp of Niverville, N. Y.

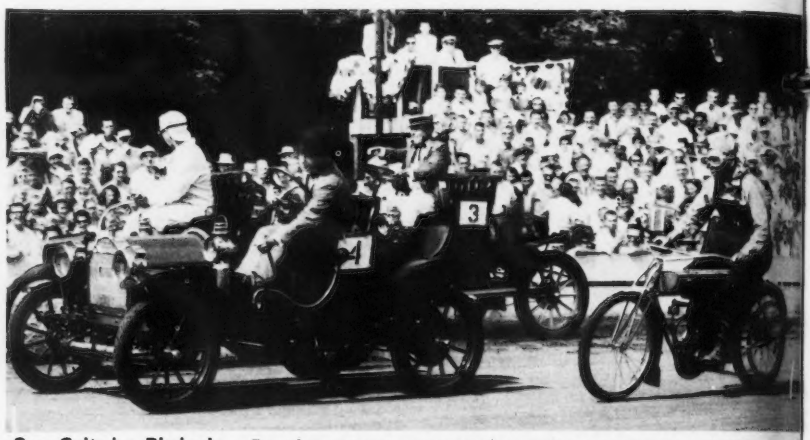
WICHITA JOYLAND SHOW

by Allan Masters

Along with hot weather, dust storms and the Northern wheat blight, Summer in Kansas means the annual JOYLAND show staged by the Wichita regional group. Crowds were bigger than ever this year, and the large and choice turnout of antique, vintage and classic cars made their attendance worthwhile. Some of the principal cars entered are shown in the adjacent photos.

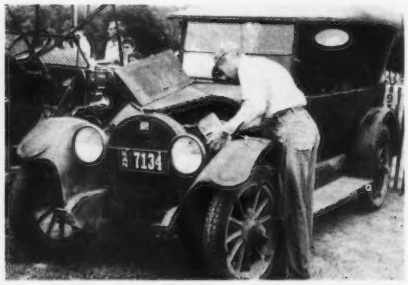
McCahill tests Loco – Tom McCahill, nationally known test driver, tries Herb Ottaway's 1901 Locomobile steamer.

Speedy Brush – Gene Turley and Barbara Brandes underway in a 1909 model during the one cylinder race.



One Cylinder Rhubarb – Regular entrants protested surprise appearance of "Crazy Gerald" Chance on his one cylinder 1909 Curtis MOTORCYCLE. Officials weren't able to flag him and he led the field for a time.

Early Olds – Olie and Velma Ediger in their 1901 runabout.



The "alligator" Buick – Merle Huyett is shown doctoring one of the Buicks found under a pile of stuffed alligators. These were pictured in the Jan–Feb 1957 GAZETTE.

1906 Reo – Harold Ottaway, Wichita V.P., and wife in their reliable roadster.

A rare one – Felix Groves of Broken Arrow, Oklahoma, showed up in this 1912 Empire.

Wichita Prexy – Gilbert Johnson and party in a fine 1910 Buick.

The twin Spanish towers of Hearst's "castle on the hill" at San Simeon.

Facade of one of Hearst's three guest houses at San Simeon.

CENTRAL CALIFORNIA VISITS HEARST CASTLE

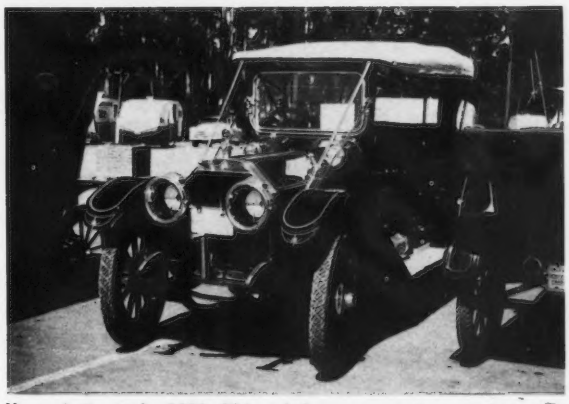
by Sandy Grover

The fabulous William Randolph Hearst castle, now open to the public, was the focal point for a recent Central California regional group three day outing. Twenty–six early autos carried some 70 HCCA members and guests over the trouble–free 200 mile trip from Fresno. Two National Directors, Louis Cook and John Gillespie, attended the well–run tour organized by Marlin Young, which attracted entrants from a half–dozen regional groups. The drive over the hills to the coast was an easy one, no cars boiling and only one – a Ford – giving any difficulty. The Ford, a 1915 roadster driven by Glenn Pitts, had lost its timer arm. Overnight stopping point was San Luis Obispo, from which the tourists set out for San Simeon the following morning.

It was an easy 42 mile drive made interesting (for the onlookers) by a coil failure on Bob Munier's vintage Maxwell and a bad fan belt on Pitt's Model–T. Arriving at the Hearst castle parking area, from where busses convey tourists over a one–way road, it developed that a four and a half hour wait was necessary. But everyone agreed it was worth the inconvenience, for the palatial buildings and grounds of the late W. R. Hearst's home is something that has to be seen to be believed.

Returning to San Luis Obispo for a wind–up banquet, Bill Mitchell in a 1907 car of the same name had a flat, Herschel Case's Auburn ran out of gas as did Bill Munier's 1914 Ford. As expected, Pitt's Ford got an award for the most trouble, while an unusual award for the most fuel used went to Ned Walker who drove a Lincoln touring car. A double winner was Dave Rice of Los Angeles whose 1902 L. A.–built Tourist was both oldest car on the tour and the most fuel–thrifty. Most desirable car on tour was voted to be Howard Caccis' a 1912 Oldsmobile. In the eight year history of the Central California regional group this tour was probably tops, and a return to the San Luis Obispo region is planned next year.

Parasols came in handy during the mid–day heat. Car is John Pfister's 1913 model–T Ford.



Howard Caccia's 1912 Oldsmobile was voted most desirable car on the tour.

Sandy Grover adding water to Bill Mitchell's 1913 Ford speedster. Temperature on the first part of the tour reached 107 degrees.

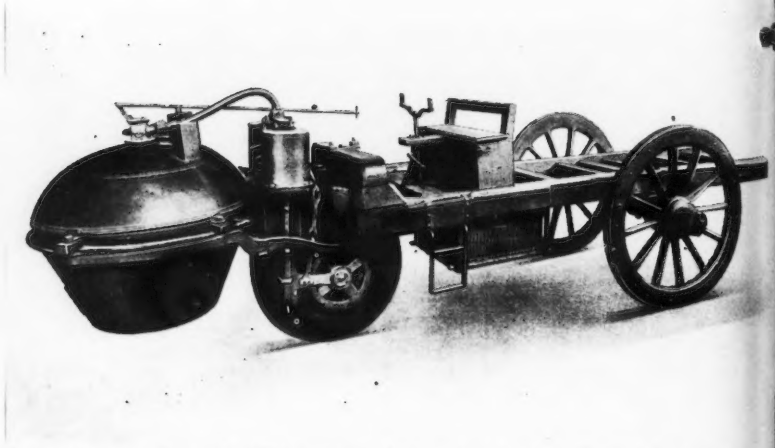
Tour Chairman Marlin Young at the wheel of John Agbashian's 1910 Hupp.

THE HORSELESS CARRIAGE IN EUROPE

Photo Highlights of the Editor's recent trip

Paris has many attractions, not the least of which is the automotive collection of the Conservatoire des Arts et Metiers. For here is preserved the nearly 200 year old machine that began it all – Nicholas Cugnot's 1771 steamer. Though primitive in design and crudely constructed, it has great significance to the old auto enthusiast, who cannot but feel a thrill when he first seems this important vehicle. With this experience behind one the rest of Europe's auto collections take on a new meaning, and while unfortunately the space required to describe them in detail is not available here, the following photos and captions do give some idea of the fine early vehicles that are preserved there.

Paris: This impressive statue has been erected to the memory of M. Levassor, who won the 1895 Paris–Bordeaux race on a Panhard–Levassor of his own design.

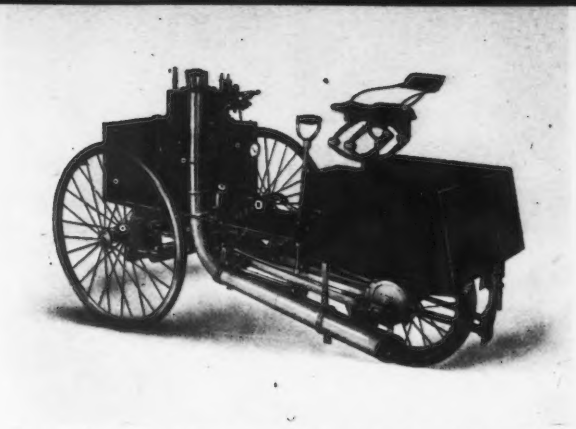


Paris: Nicholas Cugnot's 1771 steamer, designed to haul artillery. Its two cylinder engine drove it at a speed of 3½ Km/Hr.

Paris: A monument to Leon Serpollet, most successful of the European steam car designers.

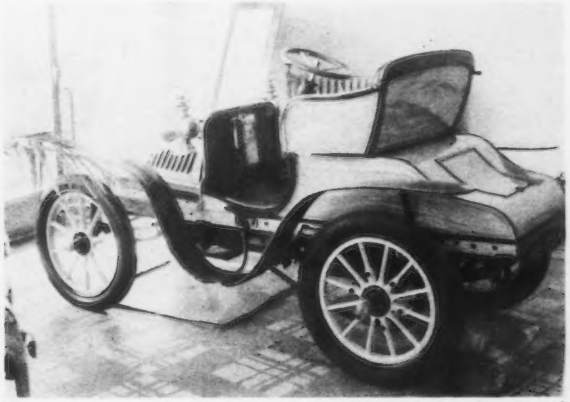
Paris: A 1900 Renault one cylinder; one of the first closed cars built.

Paris: The Amedee Bollee steam vehicle "The Obidient" – built at LeMans in 1873. Its independent front suspension was only one of the many advanced features incorporated. It had a speed of about 20 Km/Hr, and weighs more than 10,000 lbs.

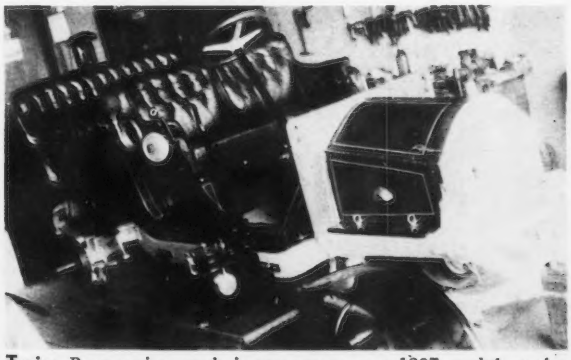


Paris: The first really successful vehicle built by the Count deDion, Georges Bouton, and the latter's brother–in–law Trepardoux. Completed in 1885 it is alleged to have had a speed of nearly 40 MPH. The steam boiler was fired by coke.

Holland: A fine collection of vehicles is housed in the private museum at Dreibergen. Even more interesting than the autos, though, is the large accumulation of related material: mechanical accessories as well as toys, silverware, pottery, and so on.



Nice: Even on the Riviera antique cars are being dug out of barnyards and restored. Here is an early Renault from the collection of Jean Eme.



Turin: Restoration work in progress on a 1907 model at the Italian National Auto Museum. Now housed in back hallways of the Municipal stadium, a new, modern structure is planned for this fine collection.

Turin: Oldest of the more than 150 vehicles in the Italian museum is the 1854 steam carriage in the background. Director of the museum, Count Carlo Biscaretti di Ruffia, is shown on an 1897 deDion–Bouton tricycle. This museum is probably the best in Europe.

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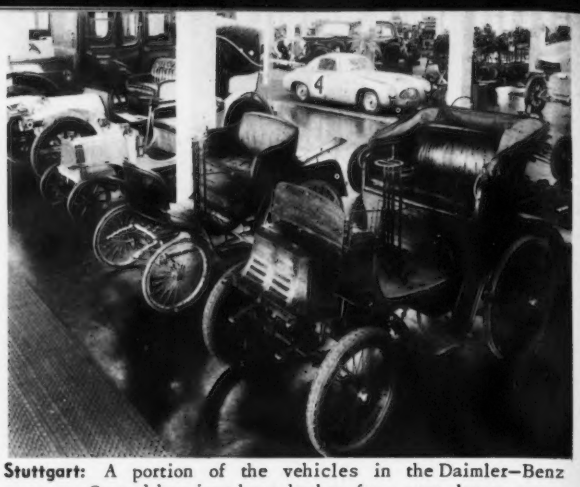
Europe's Old Cars CONTINUED

Stuttgart: Gottlieb Daimler's workshop, preserved in the suburb of Bad Cannstatt.



Stuttgart: A portion of the vehicles in the Daimler–Benz museum. Ground has just been broken for a new, larger structure to house this excellent collection.

Neckarsulm: Start of the annual rally sponsored by the German two–wheeler museum; over 200 early bicycles, motorcycles and cars participated.

Neckarsulm: An Englishman, Gordon Little, rode this 1911 Triumph all the way from his native land. Here he is shown removing a few links from the fabric belt that loosened en route.

Neckarsulm: The first motorscooter? This strange vehicle was built by the Krupp Steel Company in the months just after the close of WWI.

Neckarsulm: A Winkler sometimes–two, sometimes–four wheeler built by the Mauser firearms company.

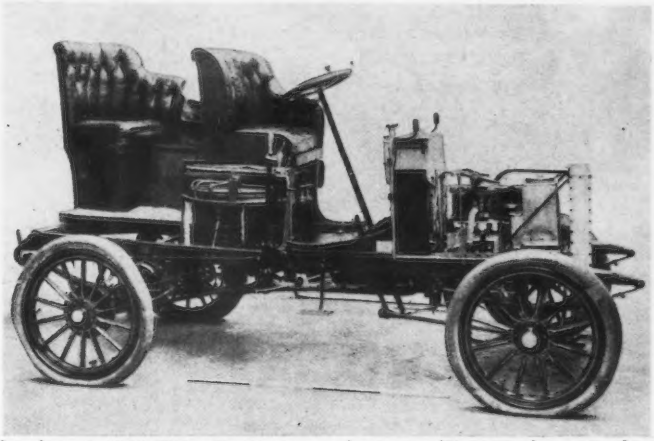
Neckarsulm: A German–built Colibri labeled 1902, but probably nearer 1912.

Neckarsulm: Among the many important exhibits at the German two–wheeler museum is this "Des Knaben Wunsch" engine built in 1919; it is the forefather of the present DKW automobile.

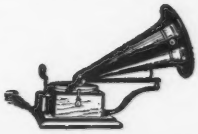
Le Mans: A statue to Leon Bollee, son of the pioneer steam omnibus builder. The younger Bollee developed a speedy three–wheeler and other well designed vehicles, and later gained fame when he contributed to the Wright Brothers' flights there.

Le Mans: From throughout Europe the products of Molsheim turned out for the pre–race "Grand Rallye International Bugatti."

London: The British Science Museum has a worthwhile collection of early vehicles among its many thousands of exhibits. Illustrated is the second car built by the Lanchester brothers, one of whom is now President of the VCC/GB. Among the advanced features of this car were a true balanced engine and shaft drive incorporating a worm gear at the rear axle.



London: A 1903 White Steam car cut in two to illustrate its operation.



Veterans on wax

THE BRIGHTON RUN, England's annual veteran car frolic in November rain, is known to everyone interested in early autos. Now, a British firm specializing in documentary recordings has produced a real dandy dealing with this colorful event, and it's something that'll make any antique car fan sit on the edge of his chair (if he can stay in it) throughout the two sides of the 45 RPM extended play record. Commentary in the expected droll British fashion is by top BBC commentator Raymond Baxter, but the background sounds will prove more fascinating than the narration. Wierd engine sounds, the singing of taunt drive chains and the "clonk" of a hard gear shifting operation will be familiar to all those who know what it is to nurse an underpowered car over a hard route. Played at a Regional Group meeting, or any gathering of old car fans, this recording should be a sensation. Priced at $2.75 postpaid, the BRIGHTON RUN recording is available through "Motor Books," at 41–42 Parliament St., Whitehall, London, S. W. 1, England

HIGHLIGHTS OF THE GLIDDEN TOUR

thanks to Cleve Poole & Dick Merrill

Rallying point for the Glidden Tour: Mt. Washington Hotel at Bretton Woods, N. H.

A fabulous collection of 268 ancient automobiles gathered at the Mt. Washington Hotel, Bretton Woods, New Hampshire, on September 7, 1958. Wendle H. Stadle, President of the Veteran Motor Car Club of America was the leader of the tour in Car No. 1, his beautiful 1914 Pierce Arrow. It was at this same hotel at the foot of Mt. Washington that the tourists on the first Glidden Tour stayed in 1905.

Nearly all of the prominent Eastern enthusiasts were there with most suitable cars. Among them we note James Melton in his beloved 1907 Rolls–Royce Silver Ghost, Henry Austin Clark, Jr. driving a 1907 model K Ford (where do all those K's come from?), Ray Rodgers in his capable 1909 Stoddard Dayton, and our own Horseless Carriage expert, Gardner King in his fine–running 1909 Marion speedster.

Some 15 cars drove up the carriage road to the summit of Mt. Washington, which at 6,288 feet is the highest spot in New England. Wayne R. Weaver of Clarion, Pennsylvania, drove his 1904 Oldsmobile to the summit, as did Raymond Kelly of Wooster, Ohio, who made it in a 1910 E.M.F. (Do we hear somebody say Every Morning Fixit?)

After several days at Mt. Washington the tourists drove south to the sea at Newcastle, New Hampshire, where they stayed at historic Wentworth–by–the–Sea. Here for two days they visited nearby attractions and enjoyed a festive clam bake on the seashore.

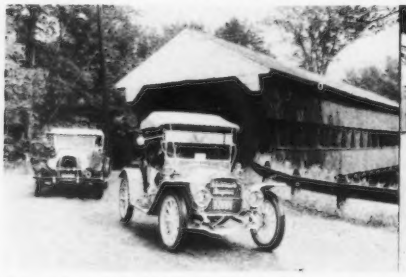
The tour wound up at V.M.C.C.A. headquarters in Brookline, Massachusetts, where the many trophies were awarded. The grand award for coming the longest distance was awarded to Willis A. Seadler of Sacramento, California, driving a 1928 Chrysler roadster. A big prize went to Dan Feuer of Connecticut for his 1903 Stanley Steamer, only steam car on the tour (what happened to all the other steam boys?)

Late Saturday the 1958 Glidden Tourists began to roll for home by trailer, by truck, and under their own power. The 13th Glidden Tour Revival is now history but the memory of good times with new and old friends lives on for the 560 participants.

A 1912 Buick and a 1910 Stoddard–Dayton roadster stopped at lobster fishermen's shacks near Rye Beach, N. H.

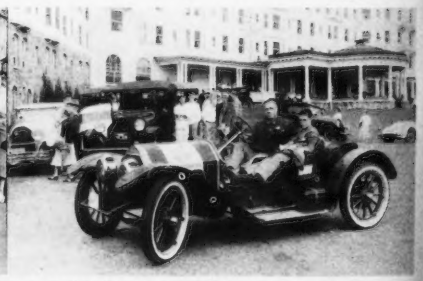
A 20 HP vintage Rolls–Royce driven by Harry O'Connor shown at the base of the Mt. Washington cog railway.

James Melton and family in his 1907 Rolls–Royce.



Ray Rogers' 1909 Stoddard–Dayton has just passed thru a covered bridge at Conway, N. H.

Dr. Wendell Stadle, r, presents an award to the only steamer on the tour: Dan Fewer's 1903 Stanley.



Fairfield County HCCA member R. Gardner King and son; 1909 Marion.

Another Mt. Washington Veteran: Wayne Weaver's 1904 Olds made the eight miles of 12% average grade without faltering.

At the Street Railway Collector's Club at Kennebunk, Maine. Austin Clark's 1907 model–K Ford is in the foreground.

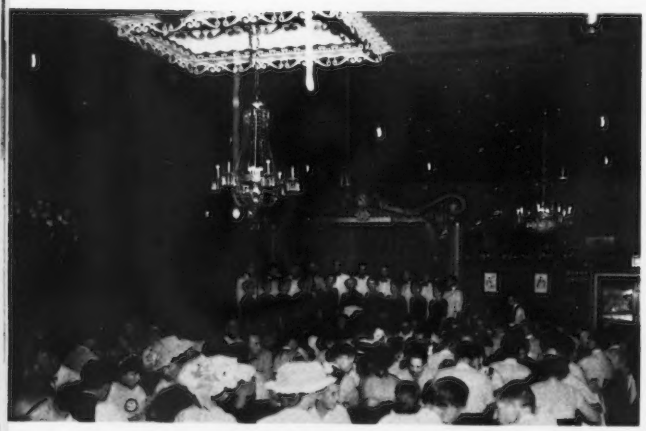
11

They're acomin' 'round the mountain . . . how'd they get that lil bitty car up that great big mountain? Beats me.

Heading for the country through beautiful Tacoma.

Governor Albert D. Rosellini tries out an old timer with able lieutenants Chet Cramer of General Petroleum, Lester Barnett, National President, and Ben Shandrow, Tour Chairman.

Thursday morning's parade through South Tacoma past Steve's Gay Nineties and on to Point Defiance Park.



Inside Steve Pease's — Gay Nineties. Wonderful hospital for people with antique car disease.

Point Defiance Park was a restful day — what with old fashioned swim suits and gay little bumbershoots.

Seattle–Tacoma Regional Group members, hosts for the 11th Western National HCCA Caravan, outdid themselves in putting on a topflight tour in the Great Northwest. The late July dates escaped the rains usually associated with Seattle–Tacoma, and the more than 100 horseless carriages on hand had weather in the high 90's throughout the four–day event. Cars from as far as Texas made the tour, and from the first "welcome" to the final "see you next year" Tour Chairman Earl Davison kept things running fast and smooth.

First arrivals on Tuesday were greeted upon registration by a tour packet containing everything from general information sheets to a sack of potato chips. A former San Francisco cable car (now motorized) was available to transport HCCA tourists to their motels and Caravan gathering points. Mobilgas representatives were busy fueling the cars for the next day's trip, a 1911 Olds Limined limousine driven by C. W. Wallerick of Tacoma taking on extra supplies for his behemoth – as it developed, the monster used 32 gallons on one 50 mile run! The evening's get–acquainted banquet was topped by a program of early silent movies featuring automobiles.

Wednesday's run was to the capitol city of Olympia, some 60 miles distant. State officials set on a grand welcome, and a buffet lunch was taken on the Capitol grounds. The drive back to Tacoma along the Hood ship canal impressed out–of–state Caravaners as one of the most beautiful routes ever taken by an HCCA excursion. Only casualty of the day was George Skopecek's 1910 Brush that cracked its cylinder block.

Touring through the Tacoma area was on tap for Thursday, the high point for many persons being an Indian salmon bake at noon. A gala evening's entertainment by both professionals and HCCA members brought the day to a happy close. The final day's drive, some 150 miles, was to fabulous Mt. Ranier. It was an easy drive, and though Tour Marshall Ben Shandrow's 1911 Wilcox broke a tie rod and James Mc Clusky's model–N Ford gave him enough trouble to win him the hard–luck trophy, most drivers reported an easy trip. Tour Photographer Mike Roberts looked like the busiest man on the tour; he was every place at once catching the action as the autoists passed through some of the nation's most beautiful country. On the return trip some drivers spotted an early White jitney bus that will probably appear in someone's collection soon.

Mobilgas hospitality was again out in front at the awards banquet, which was rated tops by everyone. The full list of awards appears elsewhere, but a novel presentation made to every entrant was a souvenir license plate presented by the State of Washington. Especially attractive charms for women participants' bracelets were presented when the usual dash plaques were issued. A handful of die–hard enthusiasts ventured north to Canada after the Caravan concluded, but most headed (reluctantly) south, carrying with them memories of a fine tour in a beautiful setting organized by an exceptionally friendly group of HCCA friends. A wonderful experience that ended all too soon!

Continued on page 46

To CANADA by Cadillac

by Harry Johnson

When we heard last year that the 1958 National tour was to be held at Seattle–Tacoma we decided to drive up in an antique car. Unfortunately the restoration of the 1911 Cadillac took longer than planned and the last bolt was tightened up only four days before the tour was to start. So we left San Pedro without proper breaking–in, but with high hopes for a great trip.

Besides my wife Ellen and our children David and Diane, the Cadillac was loaded down with five large suitcases, innumerable boxes, large and small, and such necessary items as two spare magnetos and a full set of side curtains for Oregon and Washington weather (as it turned out we could have used a car cooler).

What with a late start and many adjustments we went only as far as Santa Maria the first day. There we met Leonard Peterson who owns a Cadillac similar to ours, and compared notes on the operation of the cars. The next day we made better time and reached Irvington in northern California by midafternoon, where we stopped to see Ben Mozzetti and family. Although the tour was only two days off they talked us into staying overnight; I made good use of the daylight hours in adjusting the valves and a dozen other things.

The following day we got away at six in the morning, and by steady driving reached Medford, Oregon, that night. The good progress this day and the following day was a surprise to David and Diane after the poor showing the first two days. We covered 425 miles the last day, arriving in Seattle at 10:30 P.M. on our gas lights – a tired but happy crew! The Cadillac, with 1200 miles of dirt and grime on it, looked tired too.

The tour itself was a dandy and it was a thrill to receive a magnificent trophy for driving the greatest distance to the tour. Ellen balked (wives are unreasonable) at holding the trophy all the way home so I had to be content with packing it carefully under the rear seat where I could check it daily.

The day following the tour found us driving north to Canada with the Rogers' trailering their Ford (Roger had the misfortune to break a wheel on the tour) and the Sullivans and Petries driving their Pierce Arrow and Buick respectively. Ted and Ester Bowers arrived in Vancouver that night with their Pope–Hartford.

Our two day stay in Vancouver was most enjoyable as British Columbia is a paradise of rivers, lakes and greenery. The local residents complain of a drouth but to us from Southern California it was beautiful.

We had not been at the motel ten minutes before David got a lead from a man about an old Ford. The next day we looked it up and found a very rough 1913 Canadian Ford. It was presently left hand drive but the old gent still had the original right hand drive transmission cover and steering gear. The car was for sale but we thought it a little high for its condition, and too far from home. However, David had found his first genuine antique car!

Monday morning the girls went shopping at Hudson's Bay Company and other stores while we went junk hunting at some

Crossing the U. S.–Canadian border in the model–30 Cadillac.

likely looking junk stores. The junk stores proved to be a disappointment but the girls did pretty well with their shopping and had some souveniers from Canada.

We were dissappointed to find the Canadian Royal Mounted Police do not wear red coats in their routine work and travel in "prowl" cars just like police in the States. We received quite a shock when one pulled us over to the curb but found he only wanted to look at the car.

The people in Canada were quite taken with our cars and would gather in crowds to look them over. They were very respectful and interested. We learned the only cars they had seen were late model "Ts" and "As" in parades. These were the first restored Horseless Carriages they had seen!

Our original intention was to take our cars on the ferry to Victoria but because of a strike none of the Canadian ferries were running. So we and the Rogers drove to Anacourtes, Washington, and went as foot passengers on an American ferry as it meant waiting in line several hours to get a car across. Anacourtes is a small town and the Chevrolet–Buick dealer very kindly stored our cars free the two days we were gone to Victoria and seemed pleased with the number of people that came to see them.

This is the prettiest ferry trip and is known as the scenic route because the route winds through the numerous San Juan

Snow in July near Crater Lake in Oregon's Cascade mountains.

Canadians flocked around the auto at every stop; a restored 1911 vehicle was something new and intriguing to them.

islands during the three hour ride. On the boat we met some friends who own a music store in San Pedro.

The ferry docks at Sidney on Vancouver Island about 18 miles from Victoria and we were transported there by bus.

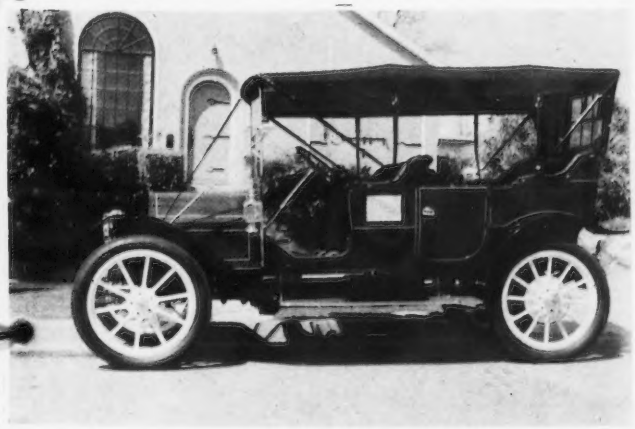
That night we started our sightseeing by visiting the Parliament Building which is a beautiful sight at night, lit up by rows of electric light bulbs on all its outlines. It is an imposing old building and the lighting is very spectacular.

The next morning we found that the Sullivans, Bowers and Petries had waited out the line at the ferry and arrived at four o'clock that morning with their cars.

That day we rented a Canadian Pontiac (with a Chevrolet engine) and went sightseeing. The countryside was beautiful. Victoria was a little dissappointing as it had been described as a "little bit of quaint old England." I think that catering to the tourist traffic and the influx of chain stores along the main street has destroyed some of its quaintness.

Vaughn and I went off to look at some junk and antique shops while the girls looked the shops over. The pickings were pretty lean until I managed to find a Packard "18" at a reasonable figure. That brightened the day up considerably. There are many antique shops in Vancouver and Victoria but they seem mostly to have quite old antique items imported from England and nothing as late as our cars. The propreitoress of one shop knew James Allday of the V.C.C. and had stayed with the Alldays on her last buying trip to England.

Safely home after more than 3500 miles, the Cadillac is none the worse for its experience. This is a 1911 model "30" with 32.4 ALAM horsepower, five main bearings and an easy-cruising 3-7/16:1 rear end ratio. Original cost was $1700.



That evening we went out to dinner and met H.C.C.A. members Dr. and Mrs. Nichols of Bellflower. They were in Victoria with friends on their vacation.

On the 23rd we returned to Anacourtes and picked up our cars. The previous day the Rogers had invited Diane to go to El Paso for a visit with their children. It was a hard decision but at the last minute she decided to go and we loaded her things in the Rogers' car. Here we parted company with the Rogers and Diane as they had a long way to go and could travel much faster than we could.

We stopped at Seattle to see the Bert Trudeau collection and then drove to Tacoma to stay at the same hotel we had on the tour.

Our four day trip home was nice and uneventful but for one exception. The Cadillac did cause quite a sensation when we drove it up to Crater Lake Park. The lake is a beautiful sight and the water is the most brilliant blue color it is possible to imagine. We missed seeing Julian Eccles as a result of this side trip. When we got to Klamath Falls they told us he had left that morning, over the same highway we came in on, with his old car, to attend a meet in Portland.

During the 17 days we were traveling there was not one drop of rain and the side curtains were never out from under the rear seat. This is practically unheard of in the northwest. After 3500 miles the Cad is just broken in and we are quite attached to her.

Anybody for a tour?

Watch for it!

New National Roster

Out Soon

ANTIQUE AUTOMOBILE PARADE FEATURES ACCURACY OF DETAIL

A portfolio dedicated to those of us, who with nostalgic memories, or with new found delight, look back on the American Antique Automobile Parade is offered by the Antique Automobile Parade.

Ten horseless carriages ranging from the 1905 Rambler Surrey to the 1914 Ford Coupelet are depicted in black and white lithographs and are described in detail on the portfolio cover.

Printed on heavy paper stock measuring 12" x 16", any or all of the ten prints are well suited for framing and will make an attractive addition to the home or the hobby room.

Orders may be placed with M. L. Young, 4511 N. Woodruff Ave., Milwaukee 11, Wisconsin. The price for the portfolio is $3.95 postpaid.

"Swapper's Stoop" identified the serious traders.

DRIVE 'EM HOME – – A '12 IHC and a vintage Buick ready to swap.

4th ANNUAL LONG BEACH MODEL T CLUB SWAP MEET

Nearly 150 autos and upwards of 800 parts–seeking enthusiasts turned out for the Long Beach (California) Model–T Club's fourth annual Swap Meet in late August. An estimated 4,000 curious spectators were on hand to view the cars and swapping action.

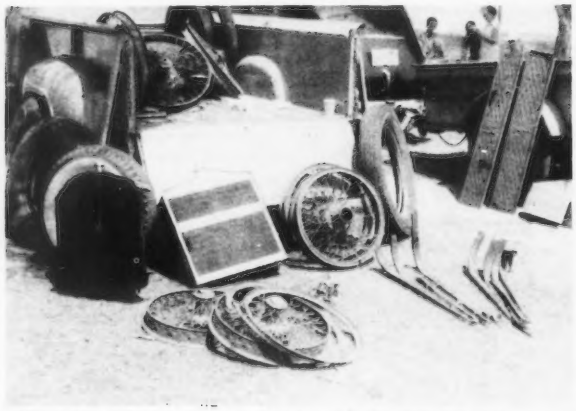
Staged at one of Southern California's most attractive parks, the clean, grassy parking area and nearby picnic facilities always make this a meet attended by members of all local clubs. But "The Universal Car" far outnumberd all others, and was to be seen in every body style and condition – even a rare two–pedal (1908 400 series) car was on hand.

Swapping was brisk throughout the day, everything from complete cars to coil points changing hands. Prices were reasonable where cash sales were involved, but many persons stuck to the theme of the meet and actually traded their rusted–out fenders for unmatched lamps. Some of the most active traders were found among the distaff hobbyists, who didn't let a feather boa or high button shoe escape their eye.

The adjacent photos give some idea of the large variety of material that was put up for exchange.

Lamps of all descriptions were up for trade.

Dusters, caps, hats, parasols and dresses all changed hands.



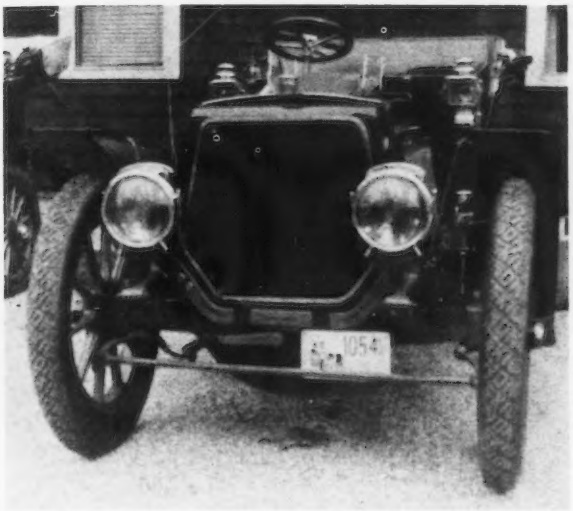
Wire wheels and Maxwell radiators caught many an eye.

Body parts by the "T Bone Wood Works."

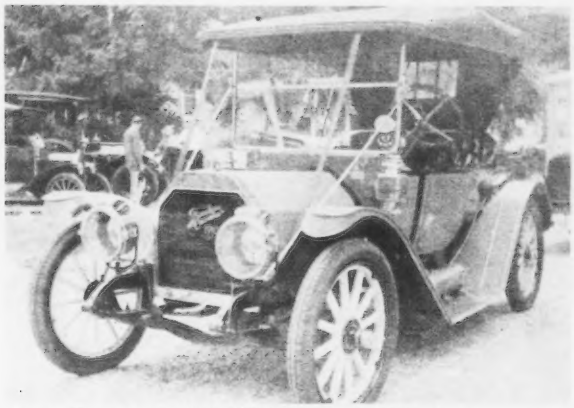
Fairfield County News

More than 20 cars and 50 persons of the Fairfield County, Conn., regional group made a Summer outing to attend the joint VMCCA–AACA Connecticut Valley Picnic. The two day jaunt began with a run to Great Barrington, Mass., over back roads reminiscent of those in use when Horseless Carriages were new. The next day's route was a hilly one to the joint meet mentioned, from whence members of the Connecticut HCCA outpost returned home. Only mechanical troubles on the tour were an overheated radiator on a vintage Rolls–Royce driven by the A.P.L. Prests and a flat on Miley Heinbaugh's Locomobile.

J. A. E. Saunder's 1914 Ford entering a covered bridge; one of three left in Massachusetts.



Oldest car on the tour: Col. Hinman's 1904 Panhard–Levassor.



James Bragg's sprightly 1910 Firestone–Colombus.

FAIR WEATHER DELIVERY

Mr. N. H. Stapleton of Butte, Montana writes that he is retreading from 8 to 10 obsolete size tires a week, putting to good use his 33 years of experience in the tire rebuilding business. He is equipped to do full circle retreading on all sizes for which full circle equipment was built, and can do 1/3 circle retreading on the balance of sizes. Each tire to be retreaded has all of the old tread rubber and the breaker strip fully removed, the tire then being built up from the casing.

During the summer months Mr. Stapleton uses his 1917 Reo ¾ ton Speedwagon for tire delivery, but turns to more modern transportation in the winter when the temperature reaches 30° below.

HCCA members passing through Butte, Montana are invited to stop in for a chat. Members wishing details about the retreading service are asked to see the Butte Tire Salvage advertisement in the SERVICE DIRECTORY on page 60.

STEAMER FANS !

see p. 52

CHRISTMAS GIFT SUGGESTIONS

Add this to your Christmas Shopping List!

Witty Auto Signs

Say, "HANDS OFF" ...without offending! These witty illustrated car signs will broadcast a friendly, humorous warning to the public to keep their "dern fool cotton pickin' hands" off your antique or classic cars.

Each sign is DIFFERENT ...published BY A CAR ENTHUSIAST, FOR CAR ENTHUSIASTS. You'll like every one of them ...enjoy every one of them!

Every sign is neatly printed on heavy, durable 5" x 8" white card stock. You MUST BE PLEASED, or your money will be refunded. Get several packages. They make dandy gifts for your friends!

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10 DIFFERENT SIGNS

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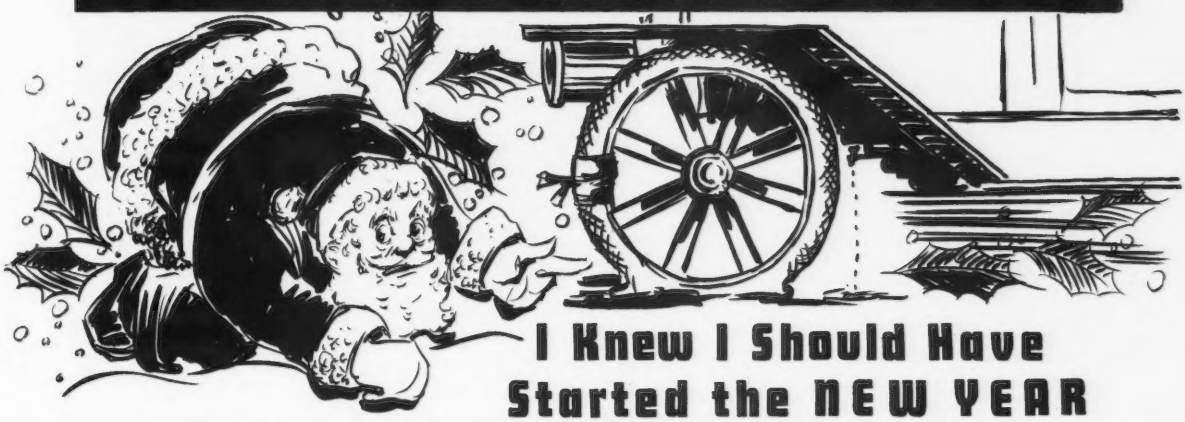

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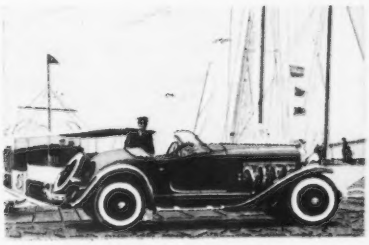

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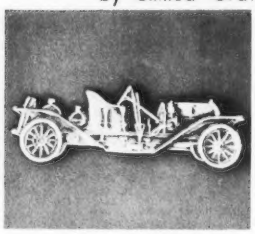
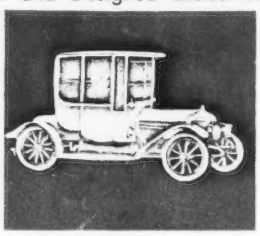


1910 Simplex Speed Car



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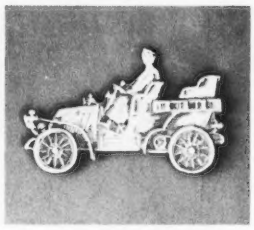

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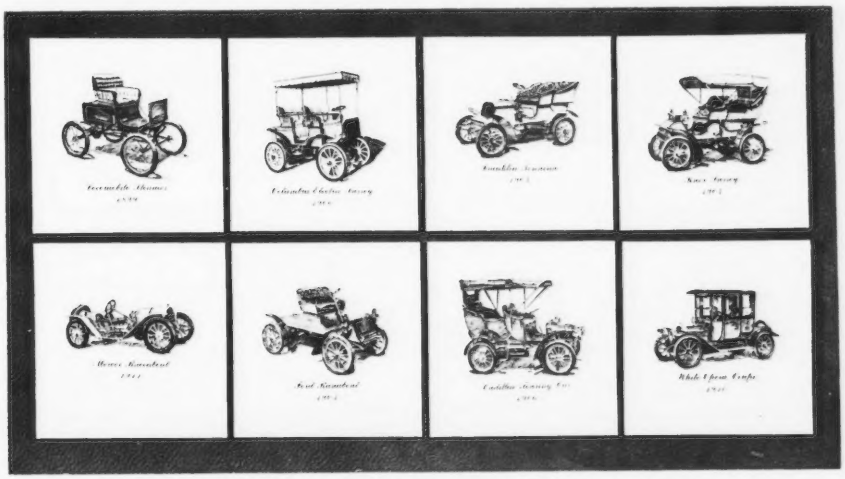

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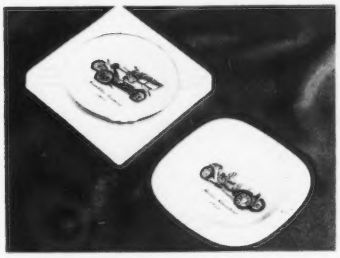

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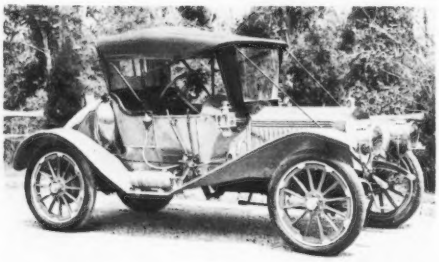

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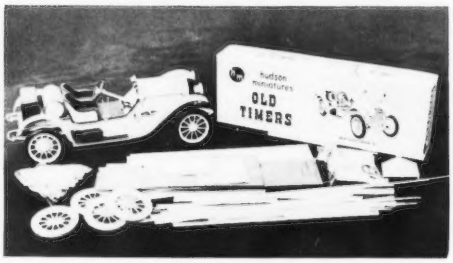

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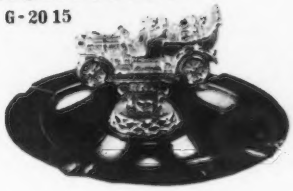

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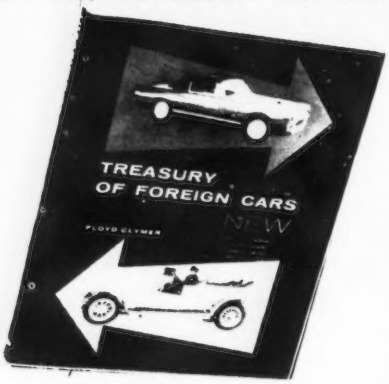

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Written by Floyd Clymer and with a foreword by Eddie Rickenbacker. 500 photos, old songs, jokes and 20,000 words of text about the pioneer American car companies which produced their first gas, steam and electric buggies around the turn of the century and are still in existence today. Over half the book is devoted to the twenty-one surviving makes from the horseless buggy days—who built them, where and when; who rode and raced them, what they looked like and how they performed. Also the weird laws that frustrated early motorists, the first gasoline stations, auto accessories (including patent leather license plates), the outlandish fashions and the wonderful songs. 200 pages and 500 illustrations. Published by McGraw-Hill Book Co. ....Postpaid $5.95

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Another Ford Catalog reprint, rounding out the series which deals with the famous Model T. This 28-page reprint gives all the details on the 1912 Model T. Specifications, photos, mechanical features and data—a most detailed catalog, completely covering this model. **Order No. FT-3**
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FASHION VIEWS

by Virginia Barnett

Featuring Style Shows

Mr. and Mrs. John Q. Public have become big boosters of our hobby and women as well as the men have found a new outlet for their favorite pastime. Some regional groups are finding themselves besieged with requests for antique fashion shows. They have found this type of activity worthwhile either for a charity or moneymaking project. While men enjoy showing their cars at parades, women members are finding satisfaction in displaying the beautiful costumes from their collections.

Photographs of some of the participants in the Car and Style Show of the Valley of the Sun Regional held annually at the famous Camelback Inn in Phoenix, Arizona.

1 – Mrs. Herb McLaughlin and Dr. Paul J. Matte are a very distinguished couple, elegantly attired for a gala evening.

2 – Pretty indeed is Sibyl Markel in her antique swim suit.

3 – The Bernie Harvey's make a charming family group. Ready for church or a special visit.

4 –Don and Dot Colee are proud to show their handsome outfits. Dot wearing a lavender linen suit and Don a black herringbone business suit.

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For those interested in trying a fashion show for the first time, here are a few pointers: Plan your show with care. Appoint a chairman and a commentator from your own group if possible. She will have more knowledge of your fashions and models than a guest speaker. Have each participant list her clothes in detail, including accessories. This will help the chairman coordinate the show and the commentator describe them. Show only true authentic fashion, copies are not impressive for such an occasion. Request a musical background for your show if you haven't someone in your own group for this purpose, making sure that the music is soft and slow enough to walk to. Two showings per model is usually about right. All daytime and all evening gowns being separated makes a better show. Bathing suits, furs, wraps, etc. can be interjected if desired. Most shows have been combined with a modern fashion show and this helps give you a chance to change. For the members not interested in modeling, there are usually many jobs, such as helping to dress and the like. With good taste and special effort, you will have a good show and be asked over and over to do it again.

SANTA CLARA VALLEY REGIONAL GROUP WOMEN MEMBERS WERE KEPT BUSY RECENTLY PUTTING ON A TREMENDOUS FASHION SHOW IN SAN JOSE, CALIFORNIA. THE FOLLOWING PHOTOGRAPHS SHOW SOME OF THE PARTICIPANTS.

1 – Stiffi Sims commentator being driven on stage by Phil Sanfillipo in a 1907 Maxwell.

2 – Nadine Whittaker wearing a pretty lace and net evening gown.

3 – Mrs. Les Andrews in a smart lace trimmed linen suit.

4 – Pedgy Warenskjold models a silk and lace afternoon gown.

5 – Ruth Stockley makes a pretty picture in a lovely lingerie dress.

6 – Phyllis Treleaven wears a traveling skirt and shirtwaist – a true necessity for every woman HCC member.

7 – Doris Scow in an early 1900 nurses uniform with baby Lewis Bohnett riding in the beautiful antique baby carriage.

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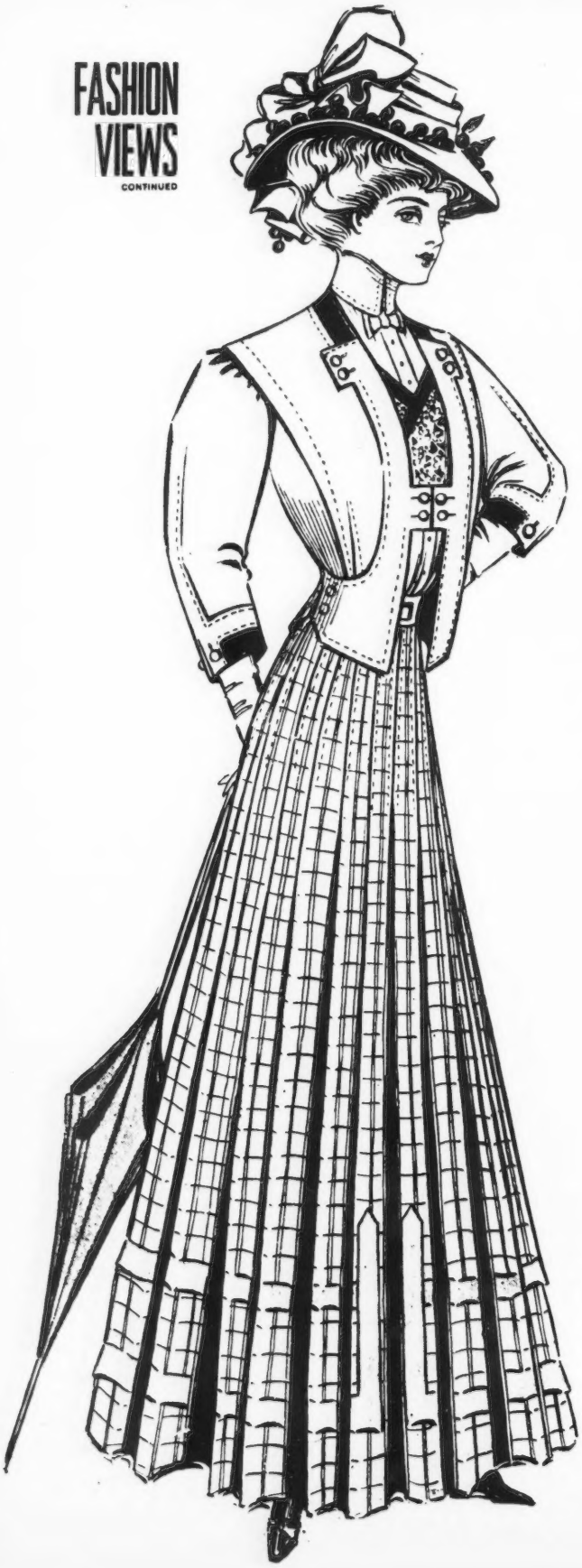
FASHION VIEWS

CONTINUED



QUESTIONS AND ANSWERS

Q. I have recently found an evening gown that has me baffled as to age and how it should be worn. It is fashioned from heavily beaded net with a bodice of thin transparent net consisting largely of beads. The skirt has side drapes of embroidered puffs and it is ankle lenght with a long narrow train of satin coming from the underskirt. It looks like it should go in the back, but the dress can't be worn anyway but with the train in the front. How is this possible and what age is it?

Eva G.

A. The dress is probably a late 1913 or early 1914 evening gown. It sounds like a French import. Martial and Armmand were noted for their front trains during that period. The train went back between the feet from a narrow skirt. I'd suggest cutting it off American style. Ankle length and a 6 inch slit up the front of the skirt.

Q. What should be worn in the hair for evening with a formal ball gown? Is it alright to wear a hat?

From several members

A. There are many things to be worn in your hair for evening. Different periods featured various decorations, but mainly the fashion wise women were partial to the famous aigrette. Jewels, ribbons, flowers and other fancy ornaments can be varied to suit your taste or the costume. It adds glamour to have some touch of decoration in your hair at a formal affair. Yes it is perfectly alright to wear a hat with an evening gown if the hat is made properly for the dress. Never wear straw or felt. The hat should be rich with decoration and material. Plumes were the favorite trim for evening hats.

Q. How long should the antique dresses be worn by a teen age girl? How should she wear her hair?

Laveme

A. The dress length for a teen age girl is to the instep. Her hair should be simple. Try a braid with a little puff in the front.

Q. After reading your article on bathing suits in the May–June Gazette I decided to make one. Where can I find a pattern?

Mrs. Bert W.

A. The best pattern for you would be Butterick #6342. The swim suit pattern comes in sizes 6 thru 18. It also includes a skirt and blouse pattern in the antique style. For a man's swim suit get Butterick pattern 6345.

Q. What kind of belts were worn with the shirt waists and skirts during the early 1900's? Also with the two piece lingerie dresses?

Interested Member

A. The belts were made of many materials. Heavy linens and pique were very popular with various embroideries on them or weaving designs. Any color or material would be alright, but the most popular seemed to be white or tan and black. Leather was often used. You can find nice buckles in most antique shops. The ladies seemed to prefer a softer dressier belt for the lingerie dress. A cummerbund can be used in pastel silk or cotton or ribbon belts are nice.

* A number of members have written in for information on patterns. One of the most requested was for umberellas. McCalls #3528 is a very good one and it is just possible that you can still get McCalls #3558. Another pattern that you might find interesting is suggested to us by Colleen Wadsworth in the Coil–Box Courier. Simplicity #2260. Sailor style that can be used as a basic pattern.

A versatile walking suit in 1907.

DRESSY APPAREL

FOR AFTERNOON AND EVENING WEAR IN 1910.

Fig. 1 — Evening gown having skirt of crystal dotted flounces topped by a draped tunic of satin duchess, finished at the back with a bow of velvet ribbon; the decollete corsage has flat surplice bands of the crystal gauze centered by a bias of velvet; short sleeves trimmed with bands of satin. Material required: 6½ yards of satin 45 inches wide, 14 yards of flouncing 9 inches wide.

Fig. 2. Blouse of bordered foulard, showing the plaits and the sleeves made of the bordered section; bertha of the plain material trimmed with braid embroideries; yoke and cuffs of tucked chiffon. Material required: 3½ yards 27 inches wide.

Fig 3 Blouse of ring-dot messaline in cluster tucks; yoke and plastron of tucked chiffon cloth; bow of velvet ribbon; galloon of repousse lace; tucked sleeves. Material required: 5½ yards 21 inches wide, 1 yard of chiffon 40 inches wide.

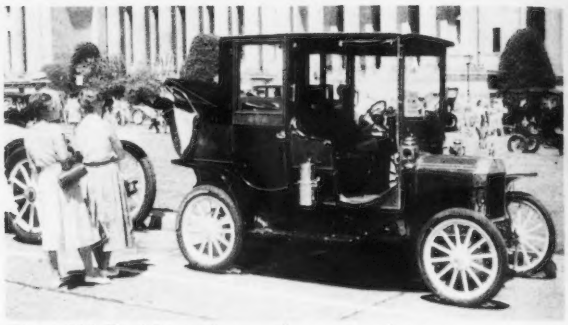
Figs. 4 Dress of shot taffeta; the full skirt is trimmed with applique braid in tunic simulation; the corsage is of allover repousse lace and applique braid on net; bands of satin. Material required: 9 yards 27 inches wide.

Fig. 5 Dressy blouse of Venetian lace draped in front in bolero simulation; chemisette and cuff of chiffon; girdle, facings and bow of satin; collar of velvet; sleeve cut in one. Material required: 4¼ yards 20 inches wide, 1 yard of chiffon 40 inches wide, 1 yard of satin 24 inches wide.

WESTERN CARAVAN CONTINUED

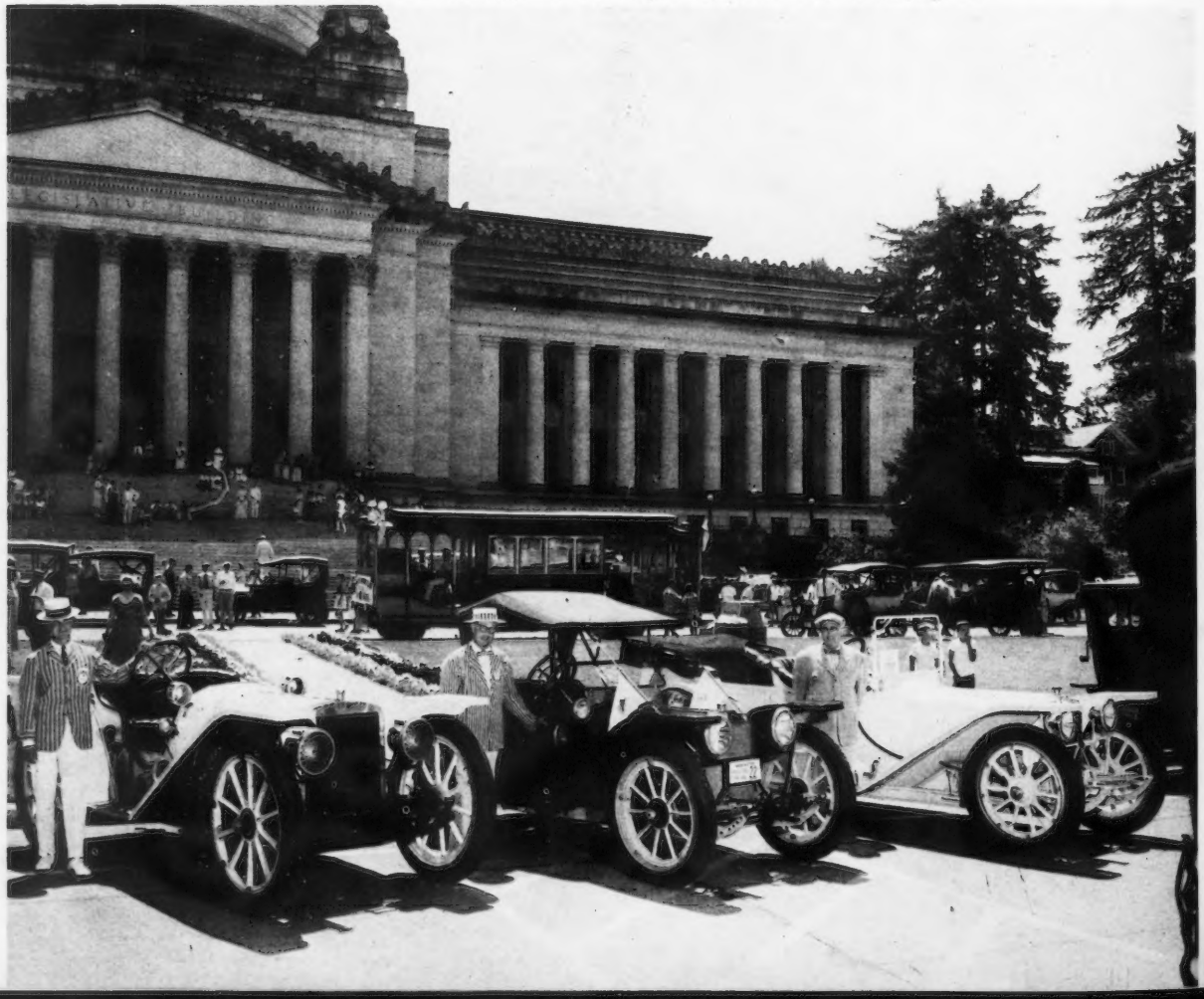
Entering the Capitol grounds at Olympia.

Tour Chairman Earl Davison waves a greeting from a motorized San Francisco cable car.



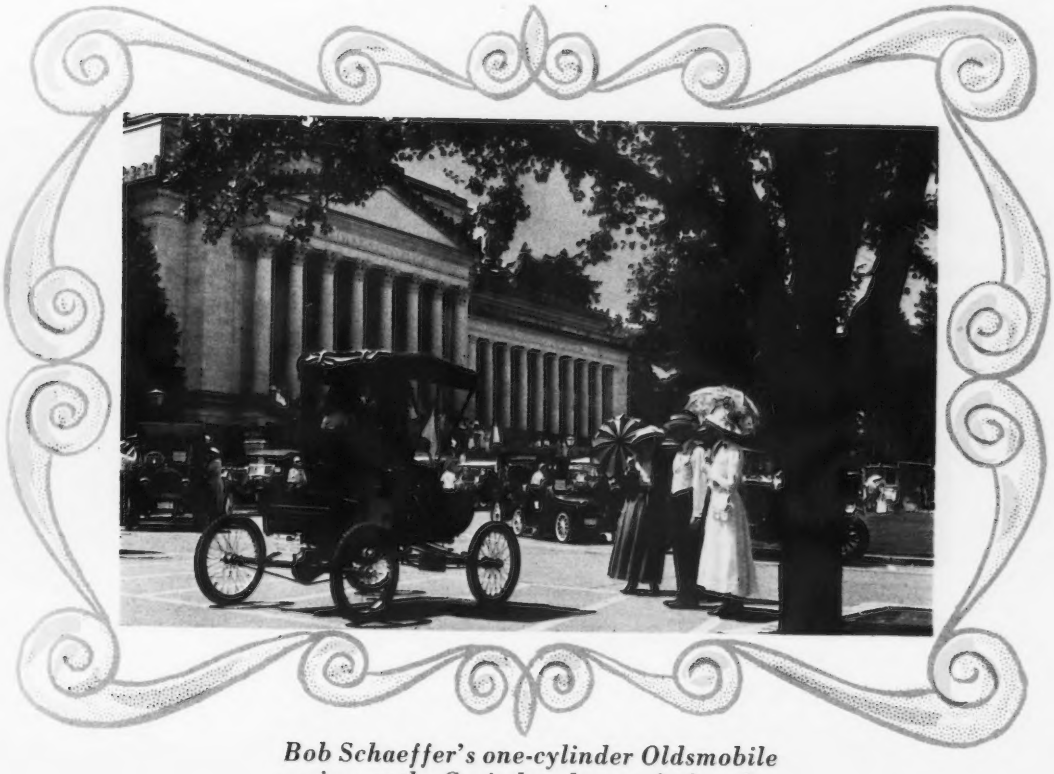
This 1910 Ford laundelet caught everyone's eye.

Three American Underslung cars were on the Caravan. At Olympia they were posed in the state capitol grounds for this picture. Their proud owners, left to right, shown with their cars are: C. W. Wallerich of Tacoma with his 1908 Sports Roadster, Marion Diederiks of Seattle with his 1912 Roadster, and Bob Ring of Reno, with his 1914 Touring Car.



Dig those wheels on John Wallerich's American Underslung. They're almost as tall as Mt. Rainier.

President Wilbur Betts made the whole tour with his "T" on five gallons of gas and 35 gallons of water.



Bob Schaeffer's one-cylinder Oldsmobile arrives at the Capitol — he wasn't first, but he wasn't last either.

Smilin' Bill Harrah with his 1911 Thomas and his wife Scherry. Sure is a pretty mountain.

First day's tour took us by beautiful Hood Canal.

That's not a rain bumbershoot — it's a sun bumbershoot.

Hail, hail the gang's all there — for the Salmon Bake at Point Defiance Park.

The Caravan stopped en route to Mt. Rainier.

Official Taxi on the tour was Steve Pease's San Francisco Cable car. The Reno delegation were met at the Seattle airport by several of the Tacoma group. Shown here are, left to right, National President Les Barnett, Scherry Harrah, Helen Davison, Bill Harrah and Caravan Chairman N. Earl Davison. The group rode the Cable car to Tacoma from the Seattle Airport.

Bob Schaffer's 1902 Olds is dwarfed by C. W. Wallerick's 1911 limousine of the same make.

When Bob Ring stripped the timing gears on his 1914 American Underslung, new gears were installed by Lee Jellison and George Hermann during the night and the car was back in the tour the following morning.

PRINCIPAL AWARDS

Car driven longest distance	**1911 Cadillac** Harry Johnson, San Pedro, Calif.
Car trailered longest distance	**1912 Ford roadster** Vaun Rodgers, El Paso, Texas
Oldest car on tour	**1902 Oldsmobile** Robert Schaffer, Los Angeles, Calif.
Best car through 1909	**1906 Lozier** Lee Jellison, Reno, Nevada
Best car, 1910 through 1912	**1910 Stevens–Duryea** Carl Saunders, Oakland, Calif.
Best car, 1913 through 1915	**1913 Buick** Cecil Parke, Reno, Nevada
Best Ford, 1909 through 1913	**1913 roadster** Otis Clinton, Seattle, Wash.
Best Ford, 1914 and 1915	**1915 touring** Cy Caldeira, Decoto, Calif.
Hard Luck trophy	**1906 Ford "N" runabout** James McCluskey, Castro Valley, Calif.

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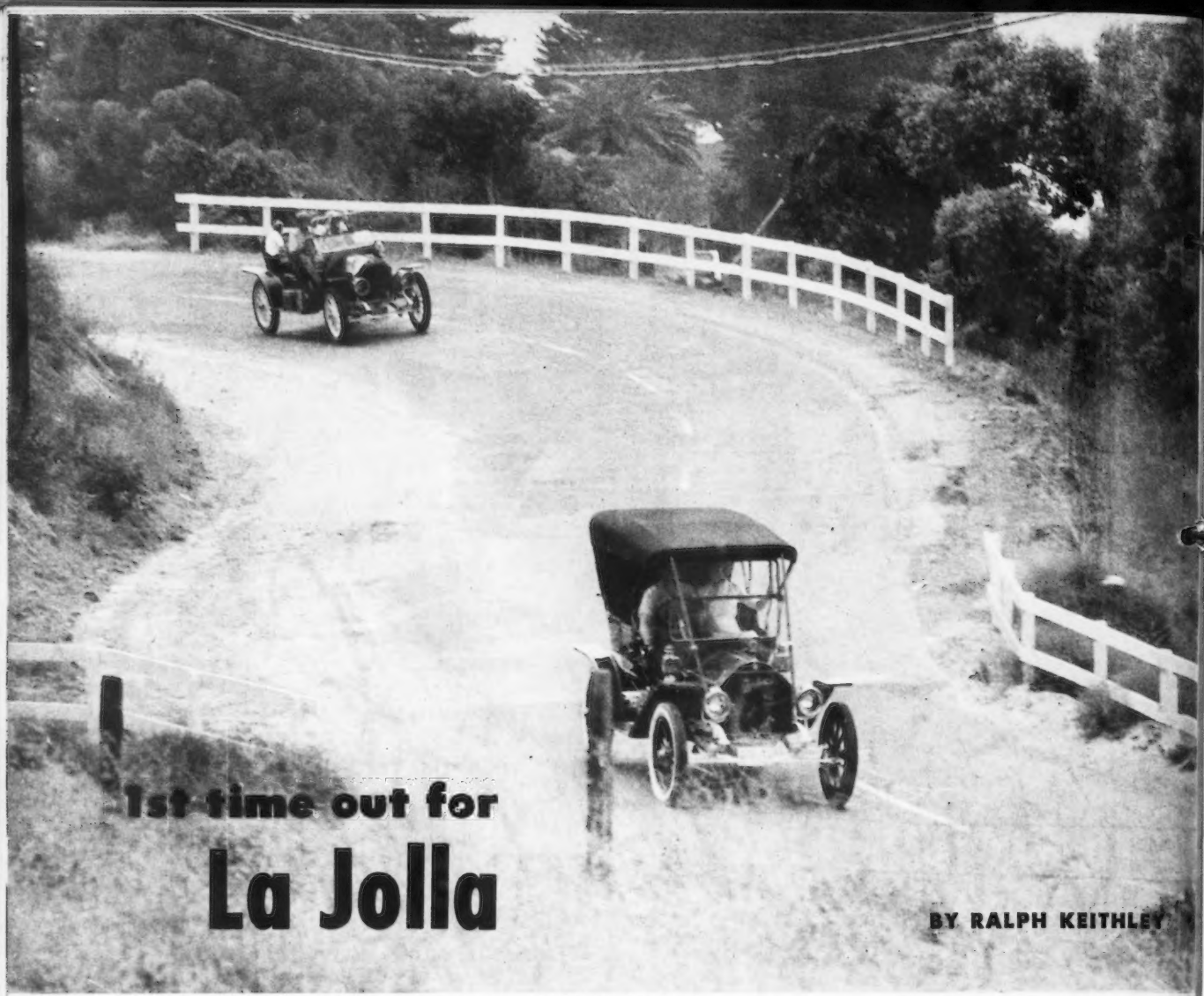


1st time out for La Jolla

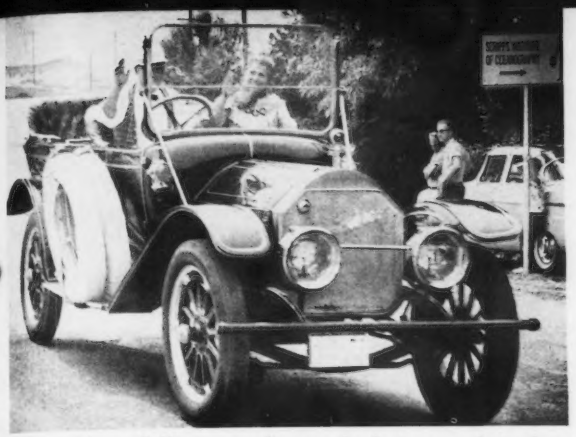
BY RALPH KEITHLEY

Ralph Sawade's 1909 Cadillac and Plez Nance's 1911 Stoddard–Dayton making progress up the winding Scripps grade.

In early September 16 Southern California Horseless Carriage enthusiasts and their families met to celebrate the receipt of a Charter from National Regional Groups' Chairman Walt Fife. With more brass than 76 trombones and a Broadway blonde, 14 pre–1916 models lined up beneath the palms at La Jolla Cove for an inaugural photo on the shores of the blue Pacific, then paraded the streets of their world–famous resort home town. Led by President Jim Childs in his 1914 Overland, aided by Tour Chairman and National Secretary Jack Ogden in his 1915 Stevens–Duryea, the caravan proceeded over the original route of U. S. Highway 101, up the nostalgic hairpin curves of the Scripps Institute grade to Torrey Pines Park where picnic baskets disgorged and cameras chattered against the historic background of cedars from Antipodes.

First Regional Group to have restricted both tours and membership to 1915 models or earlier prior to receipt of a national charter, the shining brass of the new Jewel City organization reflects the trend of thought that brass, like gold, is where you find it. But you can find it. Less than two years ago only five members of the La Jolla Group possessed 1915 or earlier models, but all wanted such cars badly. Barns, junk yards (and yes, wallets) took a fearful beating, but twenty–seven brass–bound beauties ended up with a new and glamorous lease on life by the time the club was organized. Eleven appeared on the recent Reno Tour, giving a commendable account of themselves.

Associate Members Don Jacquot, Clarence Nelson and Dave Stewardson may be found any evening upended in a 1914 Brewster Landau, a 1913 Oakland, or a 1908 Columbia in earnest efforts to get their pride and joys restored and running – – – and qualify themselves for the coveted Active membership in the Group. The La Jolla Roster of cars now reads: 1910 Russell; 1915 Hupmobile; 1914 Overland; 1914 Overland; 1904 Knox; 1914 Renault; 1913 Ford; 1915 Hudson; 1908 Brush; 1909 Hudson; 1909 Pierce Arrow; 1912 Apperson; 1909 Pope–Hartford; 1915 Stevens–Duryea; 1911 Ford; 1915 Ford; 1909 Cadillac; 1911 Cadillac; 1907 Franklin; 1908 Reo; 1912 Flanders; 1914 Brewster; 1913 Oakland; 1908 Columbia.



Jim and Irene Sullivan speeding up the Scripps grade in their 1912 Pierce.

Phyllis Keithly urges husband Ralph to stand clear as he cranks Bill Evans' 1914 Overland.

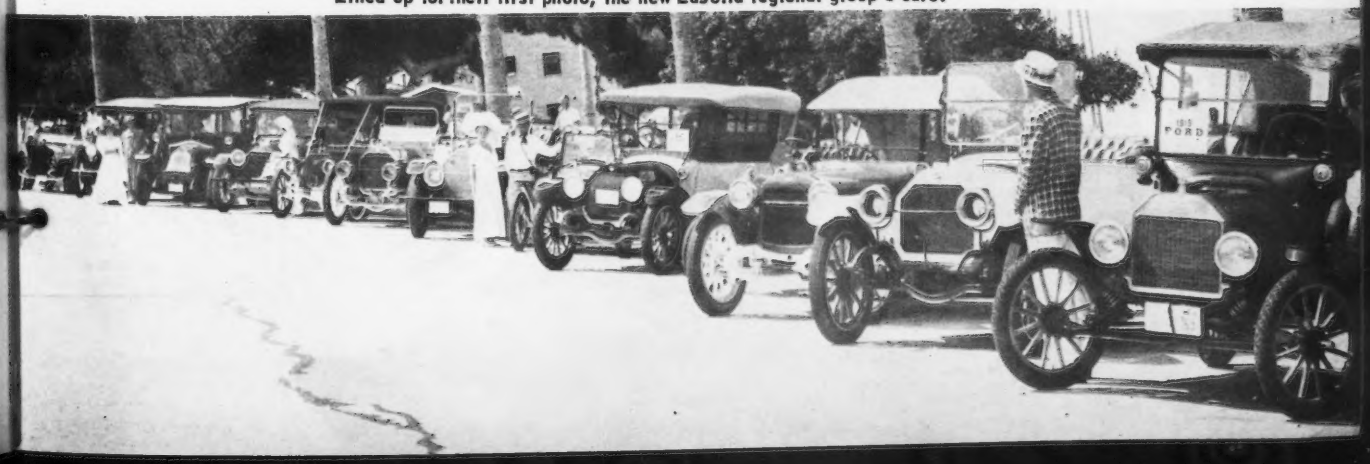
LaJolla regional group President Jim Childs in his 1914 Overland leads Keithley's huge 1914 Renault shooting brake.

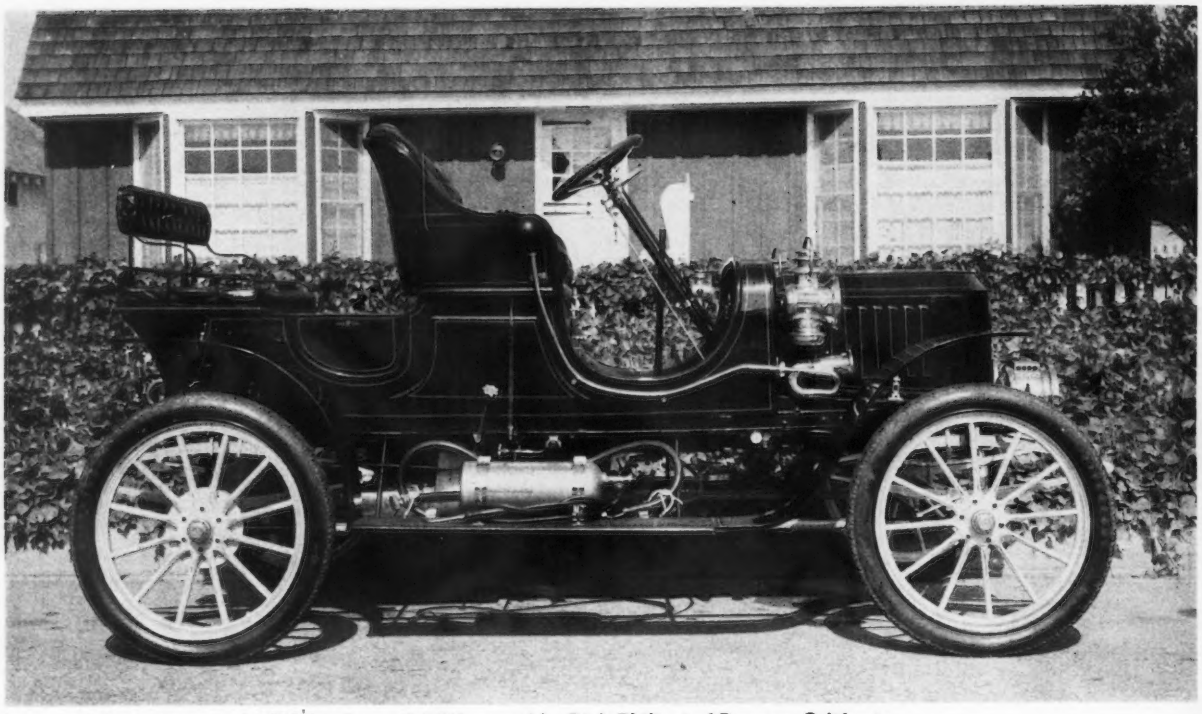
Officers of the new regional group are pictured kneeling in front of Ralph Keithley's Renault shooting brake. Left to right, John Ogden, tour chairman, and also National Secretary; Roger Taecker, vice president; Howard Raish, secretary; President Jim Childs and Treasurer Ralph Keithley. Sitting in the '14 Renault are, l–r, Phyllis Keithley, Marian Raish, Vera Taecker, Faye Jacquot, Lois Nelson, Barbara Ogden, Jeanette Kingery, Genevieve Nance, Jean Childs and Irene Sullivan.

On the coast road, with the Pacific in the background, E. R. Bavone's 1915 Hupmobile follows Roger Taecker's 1911 Cadillac.

Making good progress are Sawde's 1909 Cadillac, the Ogden's 1915 Stevens–Duryea, Charles Kingley's 1914 Ford, Ralph Keithley's 1914 Renault and Jim Childs' 1914 Overland.

Lined up for their first photo, the new LaJolla regional group's cars.





Subject of the test report: A 1908 Stanley model EX, owned by Dick Philippi of Downey, California.

HIGHWAYS AND BY-WAYS

PERFORMANCE OF THE PIONEERS

BY HERB PRENTICE

EDITOR'S NOTE: The regular Test Report has been delayed. The following letter from our chief tester explains the problem.

Acetylene Alley
Downey, California
September 13, 1958

Mr. Fred Hayward
Editor, HORSELESS CARRIAGE GAZETTE

Dear Fred:

You asked for a test report on a Stanley Steamer for the Sept. – Oct. issue of the Gazette, and I did go through the motions of making a test report; but I fear that you will have to assign the task to someone else if you want a report that our readers can understand. The car seemed to be excellent, the owner most cooperative. I took plenty of time, and still it didn't seem to work out. Perhaps if I tell you just what happened you will understand.

Having heard arguments about the time required to get a steamer into motion, I had arranged with the owner that I would arrive early in the morning and watch him prepare the car for the test. So about 8:00 a.m. I drove up to his garage, got out the test report forms, measuring tape, etc. and found the owner out behind the garage mixing up a brew of powdered bats' wings, homogenized spider webs and radiator water from a 1924 Essex (SEDAN). This was to be used to clean brass castings from a Locomobile Steamer, which was later seen in the garage where strange things were being done to its boiler.

The first part of the test report went along fine. I got all the information about the car itself. Such things as wheelbase, tire size, engine bore and stroke, etc., in fact I will throw these facts in at the end of this letter so the next man will not have to go over this same ground. Then came the start of what turned out to be a most confusing five hours. It went something like this:

9:12 Remove dust cover from car.
9:13 Remove front aft floor boards.
9:14 Uncoil Prestolite hose. Turn on main pilot valve.
9:15 Light Prestolite torch and preheat pilot generator. (This generator was a replacement unit designed by a fellow named Ken Maxwell who has a collection of steam cars down in Tucson, Arizona. It uses Coleman stove parts which makes for easy replacement. Seems that the original generator was so constructed that when you wanted to work on it you had to blast.)
9:16 Open pilot generator valve – light generator – coil Prestolite hose and replace hose and tank on running board.
9:18 Chock left rear wheel – jack up right rear wheel – unscrew throttle safety pin – depress throttle ratchet – open throttle valve.
9:19 Bleed water level to operating level – fill water tank with soft water to which is added one heaping tsp. of tri–sodium phosphate & soda ash mixture. To add the water you remove the strainer and foot valve from the siphon hose and connect the garden hose which is attached in turn to the water softener. Turn on water.
9:21 Get oil can – remove rear floor boards – open two copper trap doors on top of the copper engine housing – oil valve motion and gears. (This little job is repeated each fifty miles of operation.) Close trap doors.
9:23 Open sliding copper doors on right and left sides of engine housing and oil cross heads. – Close sliding doors.
9:24. Oil gasoline and water pump rods. (I forget where they were located but the owner found them with no trouble at all.) I did note that VOCO MARINE ENGINE OIL SPECIAL was used. It looked like light slightly thinned molasses.
9:25 Turn off water – disconnect garden hose – replace strainer and foot valve – recoil siphon hose and strap into place on running board.
9:26 Remove front left hand fwd. floor board – dip stick level of engine oil tank.
9:27 Replace front floor boards. – Replace rear floor boards.
9:28 Bleed boiler – close bleeder valve.
9:29 Hand pump fuel pressure to 140 lbs.
9:30 Turn on main burner. Wet gas flows for 30 to 45 seconds. (The new man assigned to do the report will recognize this operation. It is accompanied by a moaning noise that makes the neighborhood dogs howl, small children run for cover, and gentlewomen faint.)
9:31 Hand pump fuel pressure – observe first signs of steam at exhaust stack.
9:32 Turn right rear wheel by hand. (This is to work the water out of the engine.) – Hand pump fuel pressure. – Howling noise stops completely and loud whistling noise starts.
9:32½ Hand pump fuel pressure.
9:33 Right hand wheel turns. – Hand pump fuel pressure. – Heavy smoke from exhaust stack. – 25 lb. steam pressure.
9:34 50 lb. steam pressure. – Check sight glass for engine cylinder oil flow.
9:36 100 lb. steam pressure. – 140 lb. fuel pressure. (Provided by power pump – no more hand pumping.)
9:37 Smell steam vapor at exhaust stack for odor of lubrication oil. (No faith in sight glass.) Oil main throttle valve.
9:38 250 lb. steam pressure.
9:39 300 lb. steam pressure. – Turn main burner valve off. Close throttle. Screw safety pin into place.
9:40 Close smoke bonnet and hood. – Check and adjust pilot. – Close tool box.
9:41 DRIVER TAKES POSITION BEHIND WHEEL. – Unscrews throttle safety pin. – Depresses throttle ratchet and opens throttle. – NOTHING!
9:41½ Driver closes throttle – gets out of car and removes Jack from right rear wheel and chocks from left rear wheel.
9:42 Driver gets back into car – depresses throttle ratchet – opens throttle – VEHICLE IS SELF PROPELLED!! Off for a test ride.

– – – – – – – – – – –

11:47 Return vehicle to owner's yard. – Owner starts shutdown procedure.
11:49 Turn off main burner valve – get stick and prop hood full open. – Close main fuel valve – Close pressure retaining valve. Close main pilot valve. – Close pilot valve at burner. – Blow off water level gauge. – Blow off bleeder. – Blow off low water automatic and steam automatic.
11:53 Blow off boiler. – (Steam pressure was at 400 lbs.)
11:55 Close blow off valve. – Coax dog out of bushes. – Back vehicle into garage.

CONTINUED ON NEXT PAGE

The Stanley steamer seen head–on. Those spots on the ground were left by another car.

SPECIFICATIONS

MAKE	STANLEY STEAMER
MODEL	E X
BODY STYLE SERIAL NO.	RUNABOUT 4039
ENGINE NO.	01623
MANUFACTURE DATE	MARCH 21, 1908
PRICE	$850 F.O.B. NEWTON, MASS.
WEIGHT	1300 POUNDS
NO. CYLINDERS	2
BORE & STROKE	3" + 4"
TYPE ENGINE	DOUBLE SIMPLE
HAND DRIVE	RIGHT HAND
STEERING	SPUR AND QUADRANT. 7/8 TURN FROM LOCK TO LOCK.
TRANSMISSION	NONE
CLUTCH	NONE
BRAKES	DRIVING – EXTERNAL CONTRACTING STEEL BANDS ON BRONZE DRUMS AT EITHER SIDE OF DIFFERENTIAL UNDER COPPER HOUSING. PARKING – INTERNAL EXPANDING 9" DRUMS AT REAR WHEELS.
TURNING RADIUS	15 FEET
SPRINGS	FULL ELLIPTICAL
FENDERS	WOODEN
COOLING SYSTEM	NONE
WHEELS	WOODEN ARTILLERY WITH CLINCHER RIMS
TIRES	30 X 3
LIGHTS	KEROSENE SIDELAMPS – NEVER-OUT LAMP AT STEERING COLUMN FOR NIGHT DRIVING (ILLUMINATES GAUGES)
FUEL	WHITE GASOLINE – 5 TO 6 MILES PER GALLON.
OIL	CYLTAL #80 (E. F. HOUGHTON CO.) 60 MILES PER QUART.
WATER	SOFTENED, WITH ADDITIVE. ONE MILE PER GALLON.
WHEELBASE	90"
TREAD	FRONT 54" – REAR 55"
EXTRAS	HEADLAMPS – SUPPLIED BY THE STANLEY STEAM CARRIAGE CO. AT $40 PER PAIR FOR 7" RUSHMORES, INSTALLED. GENERATOR – SUPPLIED BY THE STANLEY STEAM CARRIAGE AT $19.50 FOR A RUSHMORE TWO WAY SQUARE. TOP – SUPPLIED BY THE STANLEY STEAM CARRIAGE CO. AT $65, INCLUDING FRONT AND SIDE CURTAINS, IN A CHOICE OF MATERIALS.

Test Report CONTINUED

11:56 Close throttle – Screw throttle safety pin into place – Close by–pass valve at steering wheel. (This causes water to siphon into the boiler as the boiler cools.)
11:57 Wipe moisture and oil from exhaust stack, left rear spring. – Wipe oil from copper jacket around engine and differential.
12:00 Place cover over vehicle from rear seat to dashboard. – BOILER LEFT UNCOVERED!

Well Fred, that is about how it happened. Between 9:42 and 11:47 I enjoyed myself immensely and learned a thing or two. First, traveling in a Stanley steamer is a thrilling experience. Acceleration is terrific. 36 m/p/h was obtained in 1/8 mile from a standing start at half throttle. In fact, while driving to the location the photographer had selected for picture taking we lost the photographer in his modern car. The Stanley Steamer is very quiet in operation except when something or other happens to the fuel mixture or the burner and then it howls and whistles alternately, with utter disregard for scowling policemen and startled young ladies.

Driver and passenger comfort is good. The seats as reupholstered to original shape and pattern by Ken Sorensen are very comfortable. The back rest for the rear seat is narrow and might prove tiring on a long trip, but with stops for oiling and to take on water, a long uninterrupted ride is not probable, so why worry. The steering wheel location is excellent, although about 2 inches lower than the average Horseless Carriage in relation to the seat. The foot pedals are well positioned, all four of them. From right to left you find the pedal for the emergency brake, complete with ratchet for parking – the foot pedal for the service brake which is close enough to the emergency brake pedal so both can be applied with one foot – the reverse pedal – and the hook–up pedal. When you depress the hook–up pedal you reduce the opening of the intake valve on the engine. This causes less steam to be used per revolution of the engine. To engage the hook–up system you depress the hook–up pedal approximately ¾ inches, whereupon it catches and holds until the reverse pedal is depressed approximately ¾ inches which releases the hook–up pedal. IN AN EMERGENCY the reverse pedal may be used to stop high speed forward motion of the car. You can theorize about the results. We didn't try it.

The horn bulb is handy, fastened to the upper fwd. corner of the front seat at the driver's side. This stuck in my memory because it and the steering wheel were the only friendly looking controls on the entire car.

While we were waiting for the photographer to make the necessary camera adjustments, the owner pointed out a few controls and gauges that the steam enthusiast takes as a matter of course. On the dash board reading from right to left there is the main fuel turnoff, the air filler valve, (used if fuel pressure drops to zero during storage – in fact the factory supplied a hand pump with each Stanley Steamer) the main burner valve, the pilot valve and the siphon valve. Between the main fuel turnoff valve and the air filler valve there is a sight glass which warns of impending disaster by filling with water when the boiler is out of water???? Between the air filler valve and the pilot valve there is the oil feed gauge.

On the heel board under the front seat there is a gasoline pressure retaining valve and a rear water pump by–pass valve. On the right hand side of the body between the front and rear seats you find the steam chest drain valve and the water glass to indicate water level in the boiler supply tank. Under the body at the right hand side there is the gasoline drain valve.

At the front of the car you note the boiler fill and main blow–off valve. Somewhere between the front and rear of the car there are five more valves. Their purpose and location is a mystery.

At the steering column you find the front water pump by–pass, valve and the throttle quadrant. The hand pump lever is located so conveniently as to make me a little suspicious. The owner assured me that the hand pump is used only to build up fuel pressure for starting and as an emergency water pump. But if it is used so seldom why does it have a two foot handle extending right up through the middle of the front floor boards?

After the photographer had completed his work we went for a real test drive. No words can describe the sensation of steam propulsion on the highway. You start smoothly and continue to accelerate without lapses for gear shifting. When the howl and the whistle are saving up strength for their next combined assault, the absence of noise is eerie. Traffic handling is wonderful. East starts, absolute control regardless of speed, and the brakes are more than adequate. The only break in the evenness of the ride is the sound of the burner flame coming on at 390 lb. and going off at 425 lb., and the slight noise of the water pump as it replenishes the water supply in the boiler. On level ground a cruising speed of 35 m/p/h permits the boiler to maintain pressure while cold water is added automatically as necessary.

Back in the garage after the test ride our attention was directed to such things as the 13 gallon gasoline tank under the rear seat and its 1 inch filler opening, the twenty–six gallon water tank under the front seat with its 4 inch filler opening. The rear seat folds forward and the seat base slides forward to provide a rack for luggage if but two passengers are carried.

Well Fred, that about wraps it up. You can see that the car was in excellent condition, the owner was well informed and most patient, and I did try to carry out the assignment. Perhaps this letter will help the new reporter in some small way and we can have a Stanley Steamer Test Report in the November – December issue of the Gazette.

In making a test report I try to place myself in the position of our members and voice an opinion as to the relative desireability of owning the car tested. Ownership and maintenance of any car takes much time and effort, but I always consider that our members are willing to devote this time and effort, or else they would be collecting stamps or growing roses. And I never let this time and effort consideration hinder me in recommending a car as an addition to a collection if I feel that the car is outstanding. Well the Stanley Steamer is outstanding. But the ownership and maintenance of the Stanley Steamer seems to go just a bit further than that of the gasoline propelled Horseless Carriage. If the time and effort spent on the conventional antique can be likened to spending every Saturday coaching the little league baseball team, then taking on a Stanley Steamer might be compared to joining the French Foreign Legion.

I can not say whether I would like a Stanley Steamer or not. Being a non–smoker, I just never carry matches.

CHRISTMAS GIFTS FOR THE AUTOMOBILIST p.32-41

Great Billows of STEAM in the Far West

BY DICK PHILIPPI

There was more than a puff of steam apiece for the 93 people who registered in at the first Western Steam Car meet, September 19th and 20th at Buena Park, California. Enthusiasm for steam powered automobiles has grown enormously and most of the folks were satisfied with what they saw. The ranks of steam followers seem to be about evenly divided between antique enthusiasts, and those interested in modern steam power.

There were 15 cars registered as follows:
Dick Philippi, 1900 Locomobile; Herbert J. Ottoway, 1901 Locomobile; George R. Read, 1904 Stanley Runabout; Dick Philippi, 1908 Stanley Runabout; Ken Maxwell, 1909 Stanley Runabout; Francis Duveneck, Jr., 1913 Stanley Roadster; Ray Nelson, 1913 Stanley Touring; Worth Alexander, 1917 Stanley Touring; Wayne O. Nutting, 1917 Stanley Touring; E. R. Carl Guth, 1922 Stanley Touring; Charles T. Briar, 1922 Experimental Doble; Bernard Becker, 1923 Doble Roadster; Roland J. Giroux, 1924 Stanley Sedan.

Wendell E. Mason brought his "V" type power plant with some of the following features: Double acting, 2 cylinders, "V" type, compound with piston valves. Roy Ferrier showed up with his version of a modern steam auto power plant. It is 4 cylinder experimental "V" type single acting, with piston valves. Exhaust is by uniflow with valves opening on back stroke to eliminate compression. Engine is 2½" bore and 2½" stroke, with counterbalanced camshaft. Probably will be steamed with water tube boiler in modified 1936 Chevrolet chassis.

Ken Maxwell had his usual assortment of improvements, usable on Stanley non–condensers. The two outstanding items being an almost foolproof pilot light, featuring easily replaced Coleman gasoline stove parts, and a check valve kit. With this last item Stanley checks may be re-seated and proper clearances established to muffle the valve rattle almost to the point of a whisper.

1901 Locomobile, 1908 Stanley, 1909 Stanley, 1922 Stanley, 1923 Doble.

This meet established a pattern for this type of gathering. There are fans who want to build a modern car, and there are the antique owners who want to learn every trick of operation. Future meets will have two divisions to satisfy both sides, with group gatherings to discuss, explain and demonstrate equipment.

Friday September 19th was devoted to registration and steaming up. Saturday was the real fun day with a short trip to Disneyland Hotel for lunch and a parade down Main Street in Disneyland. This was to be followed by a run back to Knott's Berry Farm and another parade. Premature handing out of coupon books to Disneyland rides almost ruined the whole time table, it being virtually impossible to coax the steam fans off the kiddy rides. The parade did finally come off, but not without leaving a couple of wives in Disneyland who were retrieved later by irate husbands.

Dinner meetings were held on Friday and Saturday evenings where general discussions on mutual problems were moderated by Carl Guth. There was general agreement that future meets will be held every 8 or 9 months on the West coast. Indicative of the interest in steam is the fact that over 75 new members to the Steam Automobile Club of America were signed up during the two days.

A top performer was this 1908 Stanley driven by Dick Philippi.

Pictured here with Knott's Berry Farm models, Herb Ottoway's 1901 Locomobile was trailered from Wichita, Kansas.

WHERE WAS IT BUILT? WHAT WAS THE ORIGINAL COLOR? WHAT'S THE YEAR? WHAT IS IT? WHAT SIZE TIRES? WHAT DID IT COST? WHEN WAS IT DISCONTINUED?

Sir: Please tell me the year of manufacture of my Overland Six. The number 7H2414 is stamped on the left side of the cast aluminum crankcase. According to the registration it's a 1915 model but a service list I obtained from the factory which is supposed to be a 1914–1915 list shows the block with a cylinder head, carbureter and generator on the manifold side. The starter motor, magneto and water pump are on the left side. On my block the carbureter and starter are on the right (manifold) side. My motor has no cylinder head, the entire top half of the motor, including cylinders, is cast en bloc. The lower half of the engine (crankcase, etc.) is cast aluminum. I don't know if the service list is not for my car or if the registration is wrong. Therefore, I hesitate to state any specifications since I would be taking them from the list. I do know that the tire size is 35x4½ and the wheelbase is 124 or 125 inches.

W. C. Macallister — Fresno, California

Regarding the date of your car I believe it to be a 1915 seven passenger Overland Touring Car Model "82". Wheelbase, tire size and picture details seem to check out. A picture and specifications of model 82 are given on page 97 of the 1915 NACC "Hand Book of Automobiles". There is sufficient information given that you should be able to identify additional details.

Sir: I have located a Grant touring car Model G, No. 32957. The numbers were on a plate attached to the upper L. H. side of dash, under the hood. Motor is 6 cyl. overhead valve, exposed rocker arms. Spark plugs on R. H. side of motor screwed into the block. Remy ignition – Stromberg carb., has starter back geared mounted on R. H. side. Radiator has a circular core. Torque tube drive, cone clutch leather faced, enclosed contilever rear springs, full floating rear axle, 33x4 tires. Demountable rims with circular steel wedge forced in between demountable rim and steel covered wood felloe. Brakes, rear only, are internal expanding and external contracting – with original lining I am sure. Can you tell me the year it was manufactured?

S. Knapp — Blackwell, Oklahoma

A Grant touring car, Model G, with a serial No. of 32,957 was of the 1918 series. The serial number bracket for 1918, Model G, was 30,001 – 40,000.

Sir: I own a small 4 cylinder Saxon Roadster. The Model No. is 14. The serial No. is 8087. The motor No. is 22571. Could you tell me what year this car was built? The car has electric lights and came with two sets of wheels. One takes a 28x3 tire, the other takes a 30x3½ tire. Could you also tell me if possible which of these is right?

P. Denman — Ontario, Canada

I find that a Saxon four cylinder, Model 14, with a serial number of 8087 was one of the 1916 series. The serial number range for Model 14 is 101–9598. For this reason I believe Model 14 tire size was 28x3 inches. The sources of the above information are: Branhams "Automobile Reference Book," 1924 Edition, Page 335, N. A. C. C. "Hand Book of Automobiles," 1916, Page 89, Chilton "Automobile Directory," January, 1921, Page 983.

Sir: I hope you might be able to help me find some information on my car. I can not get any information except two photos in books of "Auto–Car", 1911 and 1914 vintage. It is the R. C. H. single seater, 4 cyl. thermo syphon, no fan, cone clutch, gear box and differential are combined, hand brake, foot brake on back wheels, magneto, no instruments or name plates. Petrol tank under seat, 24" non demountable wheels, nickel fittings, full elliptic springs on back, center gear change, high head light brackets same fitting as for side lights a flat piece of metal. It has splash feed oil ways, a zenith carburetor, close in tappets, radiator similar to an Essex "Challenger". 1927 approx, brass trimmed running boards, diamond patented button seats on squab. Hand brake right hand side, no bracket on brake, accelerator is in center of floor. Right hand drive. My brake pedal is my clutch, my clutch pedal is my brake.

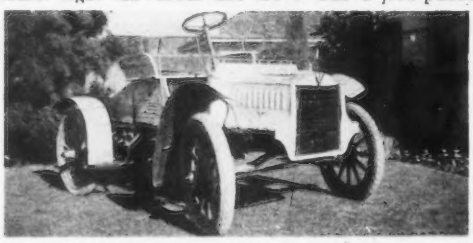
J. Butcher — Sydney, Australia

One of the earliest references in my library for a $700 four cylinder R.C.H. Roadster is in "Cycle and Automobile Trade Journal" Oct., 1911, Pgs. 115–120. Many of the details therein described sound like those given in your letter. Since we can not work from serial numbers or pictures this reference might be a good starting point in determining the age of your car. The article gives rather complete specifications and mechanical details. Seven pictures of the roadster and its elements are included.

Sir: Enclosed is a photo of Cadillac No. 8036 of which I am the proud owner. This car has just come into my possession and it is my plan to restore it to factory condition. Perhaps one of your members has had experience in restoring such a vehicle and could give me a few clews. In particular I am keen to obtain pictures of the rear seat which is completely missing. Would you be so kind as to assist a fellow enthusiast?

P. G. Hosking — Victoria, Australia

I believe your Cadillac is a 1905 model E or F. The E was a two seater light run–about and the F was a five passenger



BOOK REVIEWS

THE TRAILBLAZERS sets down in a style reading like the best fiction the accounts of 11 now—hard to believe early automobile journeys. Two of them took place on the American continent, while the rest happened in every corner of the earth from Africa to Antartica. The author, T. R. Nicholson, (whose "Adventurers' Road" was favorably reviewed here some months ago) has given new life to the American journeys undertaken by Col. Jackson and his Winton who were first to cross the continent, and the story of the Packard crossing shortly thereafter. Charles Glidden's around the world travels

are dealt with, plus many even more hazardous journeys. 33 good illustrations and four maps add much to the book's merit. Published by Cassell & Co., London, THE TRAILBLAZERS is priced at $3.00 in cloth binding, and is available from any bookstore dealing in English books.

The History and Development of LIGHT CARS is another in the excellent series of low priced books published by the Science Museum in London. All lightweight motor cars from the pioneer machines of the 19th century to the latest economy cars are covered thoroughly and in an easy—to—read fashion. A hundred excellent illustrations and two dozen clear drawings make this 125 page book something every light car owner or enthusiast will want to have. A brief and incomplete list of the cars included gives some idea of the value of this book: the first FORD, the 1898 Bollee, the DeDion—Bouton, the Benz, the Peugeot, the Renault, the Morgan and Bedelia cyclecars, the pre—WWI Bugatti, and so on right through the early Austin "7" and similar cars of the '20s, the Fiat, Citroen and so on of the 30's, and the many lightweights built since the last war. Every aspect of the vehicles is completely covered: engines, chassis, price, economy, bodies, riding qualities, etc. This authoritative, fascinating book would be worth having at any figure, but priced at only $1.20 plus postage no one interested in small cars can afford to pass it up. "History and Development of LIGHT CARS" is available from the Science Museum, South Kensington, London, or from "Motor Books," 41—42 Parliament St., Whitehall, London, S. W. 1, England.

DO YOUR XMAS SHOPPING THE EASY WAY
Christmas Gift Suggestions Pgs. 32 thru 41

side entrance light touring car. The body in either type was made of wood and painted Brewster green with prim rose running bear. The seat on your Cadillac probably is not original and should be replaced when building the new body. The runabout had a turtle back coming to a point at the rear. For help on restoration problems I would suggest that you address your questions to: Walter Fife, 633 S. Hendricks Ave. Los Angeles 22, California.

Sir: I am now the owner of a 1907 Model G Cadillac. I should very much like to have your opinions as to the month and year of production; the colors used on this particular model and the number of cars built. The car has a 4 cyl. engine with copper water jackets and aluminum crank case. The motor number is stamped on the upper left hand edge of the crank case and the number is 30171. The gear box is of cast aluminum and is of the 3—speed selective sliding type. The two rear bucket seats are separate and the backs fold down against the cushions. A tool space is provided under the rear seats. The engine has a 4" bore and a 4½" stroke. The car is painted royal blue and yellow. The car also carries Selden Patent Plate No. 64130.

G. W. Harris — Reno, Nevada

Concerning the 1907 model G Cadillac, I have been able to ascertain the following facts: 1. According to "Bulb Horn" for January 1948 the 1907 model G Cadillac had a serial number range from 30,003 to 30,425, a total possible production of 422 units although the company had hoped initially to produce 1000. Your car with a serial number of 30,171 was 168/422 or roughly four tenths through the production year. 2. I believe that Model G got under production rather late. I do not have any ads for it earlier than January, 1907. The "Cycle and Automobile Trade Journal" did not give it a write up until the April, 1907 issue on pages 112—118. My guess is that your car was manufactured in the spring of 1907. I can not make a guess as to the exact month as there are too many unknowns. 3. According to the 1907 "Hand Book of Gasoline Automobiles", page 121, the Model G color was "Brewster green" with black trimmings.

Sir: Can you advise me what year model a Model N underslung REGAL roadster No. 5802 would be, also a ¼ ton 2 cyl. 2 cycle air cooled high wheel chassis drive CHASE delivery truck. What year was this type of truck made? I have not been able to find a Motor No. as yet.

J. J. Malpass — Burgaw, North Carolina

The "Chilton Automobile Directory for January 1921, page 982 indicated that a Regal with a serial number of 5802 was a 1913 model. The touring car was model T and the two passenger roadster, which had the same specifications, was called Model N. The serial numbers for T & N in 1913 ranged from 5101 – 7700. Chase made two cylinder trucks as follows:

1909 model C 750 lb.
1910 model C 500 lb.
1913—14 model M 500 lb.

A serial number might not be of too much help as Chase did not seem to be one of the companies whose serial numbers were listed in the early handbooks. Closer identification probably would have to be through mechanical details and specifications, i.e., bore and stroke of engine, wheel base, etc.

Send questions to Dr. ALFRED S. LEWERENZ, 4107 Holly Knoll Dr., Hollywood 27, Calif. Include photos, wheelbase, bore, stroke, etc.

CLASSIFIED ADVERTISING

GENERAL REQUIREMENTS

1. The Classified Advertising Section is limited to the exchange of non-commercial items or services. Others must use the Service Directory or Display Advertising. Rates for these quoted upon request; write the GAZETTE Display Advertising Manager.

2. Classified ads are accepted for ONE (1) insertion only.

3. All ads offering a car for sale MUST include the asking price.

NOTE: While every effort is made to insure accuracy, neither the GAZETTE Staff nor the HCCA can be held accountable for misleading or unclear statements in ads. Likewise, in the case of typographical errors, responsibility to the seller cannot extend beyond agreement to publish a corrected insertion.

PRINT OR TYPEWRITE
If less than 50 words submit on a postcard (unless photo is sent)
Name and address are part of advertisement.

FOR SALE-SWAP-WANTED

MEMBERS get 50 words free. 50¢ for each additional 25 words.

NON-MEMBERS pay $1.00 for first 50 words. 30¢ for each additional 25 words.

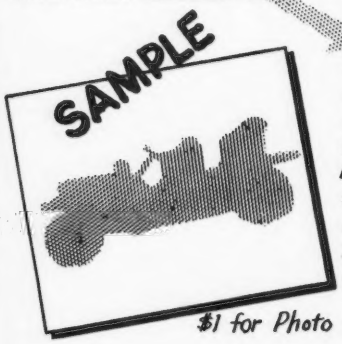
Proper remittance MUST accompany all ads.

A photo costs only: $1.00 for members; $4.00 for non-members.

CLASSIFICATION *For Sale*

1957 Membership Card No. *236*

PAYMENT ENCLOSED: *$1.00*



1913 Buick touring. Very nice. Will travel anywhere. Good motor, new tires. Repainted original black color. Was in two 300-mile tours last summer. Price $1250. Robert G. Smith, 700 W. 1st Street, Boston, Mass.

$1 for Photo enclosed

MAIL TO- CLASSIFIED ADVERTISING DEPARTMENT
HORSELESS CARRIAGE GAZETTE
7730 South Western Avenue
Los Angeles 47, California

PLEASE DO NOT ENCLOSE ANYTHING ELSE!

For Sale

1920 Cleveland roadster. Rare. Running every day, new top and curtains, good tires and battery, runs good. Picture on request. Price $1250., firm. H. J. Gregory, 1930 Surrey St., Columbia, S.C. Tel. AL 6-3366.

1915 Ford roadster, No. 986186 restored except for final paint. New body woodwork, new top, good tires, good upholstery, complete and authentic. $850 firm. 1910 Flanders 20 roadster for parts only. Some basic engine parts, body parts, fenders and apron for patterns, solid running boards. $40. Edw. C. Williams, 25 North St., Baldwinsville, N. Y.

1918 Stephens touring car, new top and upholstery. Excellent running condition. Original Maroon paint. Tires fair. Price $800. Roy Collins, 1879 Vassar Ave., Mt. View, Calif.

1911 Ford touring. Complete except for lights. Needs restoring. Car is located in Wisconsin. Price firm $600. Also have several brass side lights, new, 1926–27 T fenders (right rear), black carbide generator. Want open valve engine transmission, pair of rear fedners for 1909 Ford. Bill Skaar, 1005 Allen Ave., Rapid City, So. Dakota.

1914 Maxwell, gas lights and side lights. Rough. $125. 1926 Ford, 4 dr. sedan, new paint, original upholstery, runs fine. $300. Jim McSparran, 1408 Grandview Blvd., Sioux City 4, Iowa. Phone: 5-0955.

Close out. Send description. Magnetoes $10. Speedometers $11, brass $16. Radiator caps $2. Aa–oo–ga horns $7. 1916 Franklin hood. Overland 4 transmission and motor assembly, About 1923, will strip. John C. Kobs, P. O. Box 484, Wittenberg, Wis.

Windshield rubber, channel rubber for divided windshields and T rubber for around the windshield. For samples and prices write: Earle S. Eckel, Sr., RD #1, Washington, N. J.

1908 Hupmobile Model 20 roadster in good condition. Has water pump and fan. All original except upholstery. Go anywhere; made Reno Tour in 1956. Priced at $2000. Frank P. Zell, 1223 High St., Alameda, Calif.

1918 T speedster 75% restored, runs very good. Plenty of extras, photos available. $600. Vic Sala, 1237 – 35th Ave., Oakland, Calif.

PIERCE–ARROW 1923 enclosed–drive limousine, dual–valve model 33, like Pres. Coolidge used. A car of prestige. Well kept, runs well. Owned by me since 1928. Mileage 71,584 believed correct. Serial number 337,585. Licensed 1958 New York. $890. John E. Whiteside, Churchill Road, R.D. 3, Skaneateles, New York. NEptune 6-8605.

37 baby blue Phaeton Cord, first class condition, original with the exception of front bumper and hub caps, asking price $2500. 15 Ford, excellent condition – $1,250. 19 Chevrolet $400. 23 Chevrolet $600. 26 Chevrolet $900. 23 Ford Truck $500. Several buggies. W. G. Bondurant, P. O. Box 2047, Greensboro, N. C.

At reasonable prices plus postage: Six gas lamps, good 1916? Chevy radiator and shell. Genuine Ford A 1928–1929 hub caps, will fit Ford T wire wheels. Closing out at $1.25 each. Heavy duty transmission linings for 1909–1927 Fords, brass horn tubing, 1921? Dodge dash complete. Gene Fuller, 503 East 8th, Muscatine, Iowa.

Lincoln Continental 47 conv. Low mileage 55 Mercury motor. R & H, o'drive. New tubeless wsw, clutch, brakes, shocks, custom top, ¼, ¾, boots, full tonneau. Excellent chrome, body, paint, leather upholstery, etc. Classic condition $1975. Don Smith, 116–A 7th St., Seal Beach, California. GEneva 42932.

Parts, tires, wheels for antique, classic cars. 1923 Small 4 cyl. white fire truck $400. 1917 Dodge engine and transmission. 1913 Rambler radiator $35. 1914 American La France 4 cyl. made into roadster $450. Joe Watson, 711 So. 3rd Ave., Pocatello, Idaho.

1918 Model "T" Ford roadster. Completely restored. New top. Glossy black finish. Drive anywhere. $750. 1929 Model "A" Ford, 6 wheel Fordor Town Sedan. New paint. 2000 miles on new engine. Rubber and mechanical condition A–1. $400. Jim Hickey, 4941 Bradford Drive, Sacramento 20, Calif.

1921 Locomobile 6–48 rare 5 passenger "Sportif" touring. No rear seat. Body back of seat must be replaced. All four doors existing. Original and spare motor operate well. Brass radiator and head lamps. No top. Price $800. M. T. Clark, Jr., 400 Hot Springs Rd., Santa Barbara, Calif. Phone Woodland 9-4503.

Fully restored Model T $1150. Glenn Fisher, 8611 Findlay, Houston, Texas. Telephone OL 49004.

1905 Cadillac Dv. runabout. 1905 Maxwell roadster. Both fully restored in mint condition. Your choice $3500. Robert V. Tapp, 2298 So. Grape St., Denver 22, Colo. Skyline 6-6102.

1911 Flanders 20 touring fully restored. Full leather upholstery, new top and top boot. Extra engine made So. Calif. Palms to Pines tour this spring. Price $3000. Kenneth M. Manley, 1659 Hill Dr., Los Angeles 41, Calif., Clinton 56144.

1932 Packard Super eight engine, transmission and radiator. The car was running fine when dismantled in 1945 and engine has been stored ever since. $100. Kenneth T. Jones, 1912 So. Dale Mabry Ave., Tampa 9, Florida.

1926 Bugatti – 3 Place open roadster, Boat tail 4 cylinder Brescia Bugatti, overhead cam 1492cc engine and all. Tired and worn in need of restoration but only one of its kind in the states. Runs loudly. $850. Paul W. Hatmon, 2504 Queen Ridge Drive, Independence, Missouri.

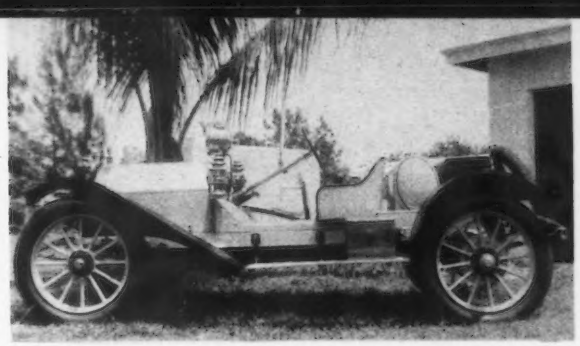
Fine Player Pianos, 1 Mills Violano Virtuoso with violin. 1 Seeburg keyboardless model with mandolin attachment, 1 Kreiter keyboard model, 1 electric home player piano, 1 home player, manual. All pianos have been rebuilt mechanically and play good. About 500 rolls with pianos. Will sell as one lot or will sell separately. Donald Janisch, Marshall, Wisconsin.

Chevrolet, 3 wood wheels 30x3½ new $15. Ford 1914 set of side and tail light brackets, running boards, and windshield $25. Durant 1923 LF fender $10, new. Donald M. Anderson, 435 North Spring St., Murfreesboro, Tennessee.

For sale or swap for early Buick parts: rear body section for '08 Northern TRG, $100, rear body section for '09 Jackson TRG $100, rear seat for '10 Mitchell or Overland TRG $40, 3 heavy brass cast brackets for oval gas tank from big early roadster $30, Packard radiator grill $25. Freight and crating extra. C. Ferrett, 787 DeAnza Dr., San Jacinto, Calif.

New tires: 5 Goodrich 4:40–4:50x21 $13 each. 4 Goodyear diamond thread 5:25–5:50x18 $10 each. Unmatched new tires: 4:75–5:00x19 $10 each, 5:25–5:50x18 $8 each. 1 low turtle deck in perfect condition $30. Brosco radiator and shell $10. Marshall Woodward, 2219 Ohio Ave., Connersville, Indiana.

I have just acquired a number of low tension and high tension magnetos. Two, four and six cyls. Some with impulse, some in good working condition and some suitable for parts only. Let me know what you need. Burr H. Prentice, 4700 Firestone Blvd., South Gate, Calif.



1912 Midland Speedster. The only Midland known to be in existance. Same size and style as Stutz Bearcat. T head engine in excellent running condition. Car was driven on 400 mile tour in June 1957. Like new Firestone 36x4½ tires. Black fenders, yellow body with black trim. Leather seats. Very nice brass including searchlight and monocle windshield. This car is complete down to the original brass hub caps. Price $4,000. C. E. Sebastian, 265 S. W. 64 Ave., Miami, Fla.

1933 DV 32 Stutz Super Bearcat. Monte Carlo custom body by Weymann. In near mint condition. $500 paint job. Original colors. Necessary upholstery redone. Mechanically rebuilt; new pistons, pins, rings, inserts, timing chains, brakes, clutch, transmission, electrical system and many other components. Power brakes and automatic clutch, shutters and etc. as original. Rechromed. Am willing to guarantee mechanical condition. New tires. Original cost approx. $9000. Asking $4900. Consider trade for Stearns–Knight straight 8 in open car or '30–'31 Willys–Knight touring 66B with checkered doors. Could deliver anywhere in U. S. M. M. Bailey, 2816 North Clarence, Wichita, Kansas. Telephone TE 8-3833.

Old automobile books, early western travel books, gun and military books, gun collection and war relics all in BIG free list. Send a large, self addressed, stamped envelope to Bob Hicks. 4704 Vineta, La Canada, Calif.

Packard Six Manual 1921. Mint condition. $7.50. Chas. P. Miller, 123 West 81st St., Los Angeles, Calif.

1916 "Big Six" Studebaker roadster. Not restored, but almost complete car. $200 or equivalent in Model T Ford parts. Robert E. Weathers, 4012 Homan Avenue, Waco, Texas.

1916 Buick touring, parts car. Less than 10,000 actual miles. Motor number 261155. $175. 1900 horse drawn Surrey, restored, excellent condition $150. Richard Sorrels, 1137 Cowan Drive, Columbia, Missouri

1910 Cadillac touring car in very good condition through out. Price $3500. Arrangements for delivery can be made. E. W. Smiley, 602 Cook Ave., White Bear Lake, Minnesota.

Jeep canvas top, NEW, two piece complete with doors, metal bows. No curtains. Sacrifice for only $35. (strictly G.I. issue) Bob Hicks, 4704 Vineta, La Canada, Calif.

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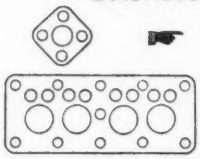

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Windshield with posts for 35-36 Ford roadster, touring. 1931 Lincoln radiator shell. 1933-34 Ford rumble cushions $25 set. 1928-29 Ford headlights $12 pair with bar. Many sets headlights 25-35. New solid brass motometers $15, other styles $6 each. Details for stamped envelope. New tires 475-500-19 $11. Carl H. Pennrich, Greenwood Lake, New York.

One mono-tube steam gen. 40 HF and gun type burner, new, never used, built special for 20 HP Stanley, 6 volt; cost $1100 to build, tested to 6000 lbs. hydraulic. Best offer accepted. Chas. T. Briar, 1211 Maryland Pl., San Diego 3, California.

Excellent old wooden steering wheels with original varnish. Storage for years. Some with horn buttons, one marked 1926 Pontiac. Others - do not know. All have wooden spokes and hubs. Some metal flanged hubs. $10 each. Will take old guns in trade. R. W. Stevens, 244 S.W. 191st, Seattle 66, Wash.

1911 Pratt Elkhart 4 cylinder raceabout, new body, fenders, hood, tires 34x4, lots of brass, white lacquer finish, needs upholstering, 75% restored. Price $1750. 1948 Lincoln Convertible, original V-12 rebuilt, power brakes and windows, new top, upholstery, carpets, mirrors, lacquer, shocks, double eagle whitewall, extra parts. Price $1995. Ralph D. Owen, 124 E. Prairie, Decatur, Illinois.

1929 Peerless, 6 cyl. 4 dr. sedan. This car has original, like new interior, good motor and tires, always garaged, 95% restorable condition, wood wheels. Price $350. Car is now in northern Kansas. Paul E. Lind, 1701 N. St. Francis, Wichita 4, Kansas.

1910 Packard 30 touring car, no lamps. Needs restoring. Price $1750 as is. Art Austria, 200 Mildred Ave., Venice, Calif. EX 6-7224.

1930 Ford Model A Victoria Sedan, in restorable condition, $300. "KEYLESS", Rim-Wind and Rim-Set, 8-day, dash mounted clock. 3 inch diameter. Believed to be for LOCOMOBILE, year unknown, $15. Some new and used "A" parts. Charles H. Ivey, Jr., 2144 Wallace Drive, Wichita 18, Kansas. MUrray 3-6765.

1920 Jordan 7 passenger touring, 127 inch W/B, 6 cyl. Continental 3½x5¾, 23 inch rims. Fenders, hood and aluminum body perfect. Original leather. Engine apart for inspection of A1 condition. $850, no trade. W. W. Norton, 2827 Woolsey St., Berkeley 5, Calif.

1927 Pontiac 6 cylinder coupe, original green paint on body and upholstering nice, fenders repainted, new chrome, no rust or rot, $400. 1929 Franklin 130 sedan, 5 nice 6 ply tires, perfect mechanical condition, good paint $325. Paul Kohler, 922 E. Jefferson, Mishawaka, Indiana.

Running board tool or battery box, size 16x9x8, steel box, rounded corners. $5. Bob Hicks, 4704 Vineta, La Canada, Calif.

Antique motor cycles for sale or trade 1906-1917. Many standard makes. Will send list with prices on request. Michael F. Steffen, East River Rd., Grand Island, New York.

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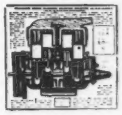

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Model T coil points (Genuine Kingston) 4 pair 85¢ postage paid. Model A 4 blade fan assembly (new) all steel. Limited Supply $3 each, postage extra. Jim Ross, 3714 E. 4th Street, Long Beach 14, Calif.

One straight through type muffler, over all length 25½" body length 22" inlet and outlet are center positioned, inlet size 3" to 1¾" outlet 2¼" to 1½". Muffler is a cylinder. Will fit many cars. In original carton and complete with U bolt. $7 which is less than my cost. Frederick Batcher, 2479 Hartland Ave., Overland 14, Missouri.

1916 Reo touring, 10,450 original miles, perfect original condition, new tires and top. This is a good tour car and ready to go any place. Price $950. Harold R. Sweet, 14124 Prince Pl., Hopkins, Minn.

College boy must sell two 1926 Model "T" roadsters. Motors fully rebuilt this summer with new parts. Cars have wire wheels and new chrome. Bodies have been redone; the cars are fully restored except for upholstery. Price $395 or both $745. Rozell Beldin, Box 188, Madison, So Dakota. Phone 2449.

1928 Chevrolet Series AB parts: McQuay Norris Piston Rings .005 oversize; king bolt set; clutch plate; 1 set Thompson valves and springs; brake lining. Ben Cahill, P. O. Box 1034, Santa Cruz, Calif.

1931 V8 Lincoln, seven passenger sedan. Motor, body and paint in good condition. Needs upholstering and tires. $650. Special Le Baron 1936 two passenger coupe, just completely overhauled with over $800 worth of work. Needs paint. One of a kind. $1250. Contact: John K. Goodman, P. O. Box 191, Tucson, Arizona.

1914 Cadillac Model 30 four cylinder copper jacket engine mounted on new stand. Radiator, fan, crank and front chassis frame included. Located Santa Barbara, California. Will sell for my investment of $200. Also will sell complete 1924 Velie radiator for $25. Milton Bacon, Gardnerville, Nevada.

1929 Plymouth DeLuxe coupe with rumble seat. 33,000 actual miles, motor overhauled, new cloth top, 7 coats of green lacquer and black trim, new interior upholstery, 5 new tires, can be driven anywhere. Excellent condition. $500. Chalmers Burke, 1807 West Kentucky St., Midland, Texas. MU 25617.

FOR SALE

Franklin, 1924 sedan, series 10B, ash wood frame, aluminum body, colony blue with black fenders, recent motor overhaul including new rings and rod bearings, good tires and battery, easy starting, heater, passed 1958 inspection. Need space. $590. Willard Prentice, 1727 E. 35th, Baltimore 18, Maryland.

Stanley Steamer 6½ hp engine $120; Locomobile Steam engine $125; White Steam boiler $220; Stanley rear axles, fuel and water tanks, Stanley, White and Locomobile boilers, burners, automatics and pumps. Stanley 30 hp engine complete less cylinder casting $175. Many other steam parts. Specify your needs. Robert E. Ostwald, Box 335N, Staten Island 8, N. Y.

All these parts for 1912 E.M.F. 30. Hood former $5. Aluminum piece that fits on top of fire wall, $10. Motor block, cylinder heads, brass water pump, fly wheel, clock, frame, gear shift and rear fenders, left and right rear axle housing, aluminum transmission housing, one good all steel radiator for 1912 E.M.F. 30. Will trade. I need 14 "T" parts. B. J. Hall, 319 So. 3rd St., Hayti, Mo.

Model T parts: Brass hub caps $1.25, push rods Std. and oversize muffler and ex. pipes $12.25. Rajo head assembly for Model T, 34x4 rims, 1936 Ford radiator, rebuilt $15, 30x3½ Dayton wire wheels, 1932 Ford bumper, other Ford parts. Royce D. Peterson, 4640 3rd Ave. So., Minneapolis 9, Minn.

1915 Packard Twin-Six first series casting date 7-1-15, 7 passenger touring 2nd owner, restored 1952, veteran of many west coast tours. Car is complete. Drive it away. The best of cars. $2795. B. Plez Nance, 3609 Ingraham St., San Diego 9, Calif. Hudson 8-6593.

1909 Hudson roadster with mother-in-law seat, excellent condition, needs paint and new top, gas lights, lots of brass, right hand drive. $1800. 1910 Pratt Elcart touring with gas lights. Excellent shape for restoration, wooden body, very unusaul, right hand drive. $1350. 1912 Maxwell special touring 60% restored. Body reupholstered in Maroon Cow Hide – all new wood work. Engine rebuilt, ready to reassemble. Have photostatic copy of assembly manual, gas lights, right hand drive. $1950. 1913 Moline Dreadnough touring, completely restored. Drive it home. Electric lights and starter, right hand drive, lots of brass. $4500. Don Pitters, 336 Wellington Crescent, Mt. Clemens, Michigan. Ho. 8-5267 Res., Pr. 1-5700 Office.

1925 Dodge touring, unrestored, but complete and original, $200. Doctor's buggy, unrestored, fairly good pleated leather upholstery, one bad wheel, others O.K. Body and running gear in good condition. $60. Excellent pair brass-rimmed 15-16 Ford "T" cowl lamps. Have a few small dimples, otherwise O.K. including glass. $50. Winged radiator cap of the 20's, nickled, with unique temperature gauge. $10. Miscellaneous Scientific Americans, Leslie's and Harper's weeklies, 1895-1921. Contain ads and articles on antique autos, $12. Tom Whitehead, R.F.D., Carson City, Nevada.

6 30x3½ Houk wire wheels, clincher, 2 rear hubs, two front hubs and 4 hub caps. One wheel damaged, not perfect wheels but good restorable wheels, off of a Chandler I think. $110 for the lot. 2 extra front hubs and caps $20. 6 24 inch Houk wire wheels, 2 rear hubs, 2 front hubs, and 4 hub caps, very good wheels, also spare rack, $125 for the lot. 2 extra rear hubs and caps $20. Have 2 Kellogg or Kelsey 24 inch wire wheels, one rear and one front hubs and 2 hub caps, sand blasted and in the prime, perfect wheels, will sell or buy to make a set. 6 20 inch wire wheels off of a 1927 Franklin, 2 front hubs, 2 rear hubs, also complete 1927 Franklin 4 door sedan (body very rotten). Complete top for Franklin touring somewhere in the teens. New model T head light lens, ten sets. One new 30x3½ T demountable wheel. Matched pair of perfect heavy cast brass nichol plated tire mirrors, round bevel plate glass, held to the tire with 2 straps. $35. 2 front springs 2 rear springs (upper and lower) spring saddles and front axle and one spindle for 1909-10 Buick. H. B. Carroll, 914 Pine St. Abilene, Texas.

1911 or 12 Buick roadster, new tires, runs good, body good, needs restoration. Will supply photo. $500. Harold R. Sweet, 14124 Prince Place, Royal Hills, Hopkins, Minn.

Ford 1923 T touring in storage since 1928, $200. Chevrolet 1925 touring, excellent original condition, 20,000 miles, $650. Dodge 1924 Roadster, motor overhauled, original top, $350. Will take Ford Model A with V18 conversion, any condition in trade on any of the above. Ronald M. Kohl, 801 33rd St., Anacortes, Wash. Phone: CY 3-5401.

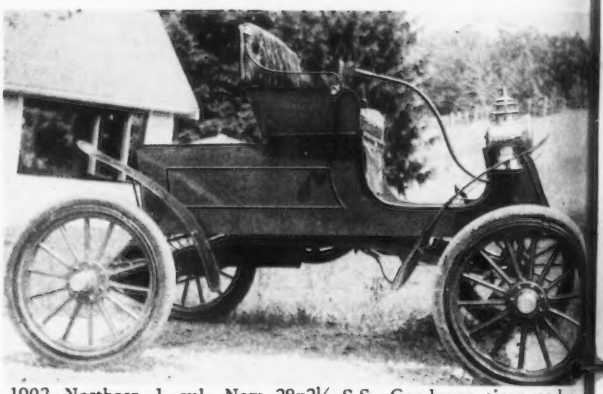
1915 Model T touring, unrestored, $125. 1916 Model T touring, unrestored, $250. 1926 Model T coupe, $125. 1925 Hudson super 6, 4 door Groogham, excellent condition. A BIG CAR, $500. 1924 Maxwell sedan, runs very good, new paint, good tires, $250. Send photo on request. Sid Phillips, Roundup, Montana.

1921 Oakland four door touring. Last run 1926. Indoor storage since. Have all parts including top and curtains, but needs complete restoration. $225 firm. Bob Tyler, 8360 Kester Ave., Van Nuys, Calif.

1929 Buick sport coupe, model 29-26S in excellent original condition, $300. 1926 Buick Master 6 sport roadster, model 26-54, in parts, $100. 1928 Buick Master 6 engine and transmission, $35. Joe Peterson, Box 2287, Rte. 2, Loomis, Calif.

22x30 painting of John Studebaker Blacksmith Shop. By Clarence Ball 1895. Marion P. Woods, Tama, Iowa.

1907? Reo truck rear axle assembly and wheels with 36x2 solid rubber tires $35. 1916 Oakland motor $50; its transmission $20. 1926-27 Durant rear end $20. 1927 Essex 6 motor $25; its transmission $12. Enclose stamped envelope with address for reply. Ernest Broadbent, Coulterville, Mariposa Co., Calif.



1902 Northern 1 cyl. New 28x2½ S.S. Goodyear tires and tubes. Original brass lamps. This car is restored to mint condition. $3,700. Will sell or trade. Lee Loecy, RD No. 2, Chardon, Ohio, AV 6-5561.

SHADES OF THE KEYSTONE COPS! This 1922 Dodge was retired from the Oakland Police force in 1932 and has been in storage until recently. All original equipment with excellent leather upholstery. License No. HC 1476. Complete 1923 Dodge for use as parts is included. $2100 or trade for 1958 Volkswagon sedan. G. Worden, 3899 Sonoma Hwy., Santa Rosa, California.

FOR SALE

1904 Panhard Landaulet, very low mileage. $2500. 1915 Crane Simplex touring car by Brewster. Just restored. $5000. 1915 Crane Simplex Brewster convertible limousine unrestored but intact. $1500. 1922 Rolls Royce British Silver Ghost Lancefield sedan, rough but intact. $1500. 1925 Bentley, red label short chassis, 3 litre, speedy Vanden Plas Tourer. $2500. 1928 Mercedes – Benz model S.S.K. roadster, just restored. Very rare model. $6000. Rolls Royce Park Ward Silver Ghost Tourer, just restored to perfection. New tires, top, leather, chrome and engine overhaul done in England. Have $9300 invested. Price $7000. Dr. S. L. Scher, 1100 Park Avenue, New York 28, New York.

1919 T roadster restored this year, $675. Also 1914 T roadster 50% restored. Have all parts except top bows. Runs good $350. Will trade for 1911 Ford or 1911 Maxwell, unrestored as part, if they have all parts. All letters answered. Deliver 500 miles free. R. T. McLaughlin, R.F.D. #1, Greensburg, Ind. Pl 45122.

1927 AUSTIN miniature fire truck. New battery, tires, paint, chrome. Color photo $1. $400 or nearest offer. Pair "Diamond" brass acetylene headlamps, buffed, lacquered. $40. Two S & M type spotlights, 7½ and 5½ inch lenses. Both perfect. Offer. Brass Ford headlight, gas. Chromed, fair. $10. Oil side lamp, brass top and lense rings. No font. $5. Several tin Ford type side and rear oil lights. $3.50 – $5.00. Pair top brackets, for holding folded top. Offer. Single twist brass bulb horn, perfect, chromed, no bulb. $7.50. Runningboard luggage rack. Free. Roger Hardacre, 311 Poinsettia Ave., Corona Del Mar, Calif. ORiole 2 7689.

LOCOMOBILE BODY: Landalet type all aluminum body, top is aluminum as well. Framing and metal perfect. No dents or repairs needed. All hardware and fittings complete. Rear cushion and jump seats in it, needs only upholstery and paint to have perfect body. Rear fenders are in excellent condition and go with body. This is from a 1920 Model 48 chassis and has always been stored inside. Erle W. Kulp, Box 51, North Wales, Pa.

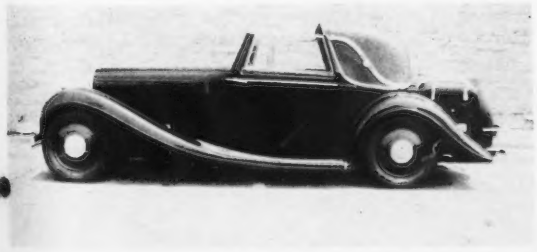
1916 Maxwell touring car, unrestored, but in wonderful condition. Fair tires, good upholstery and top bows, but no canvas on it. Good paint. $500 or might trade??? Lloyd Neste, Melville, Montana.

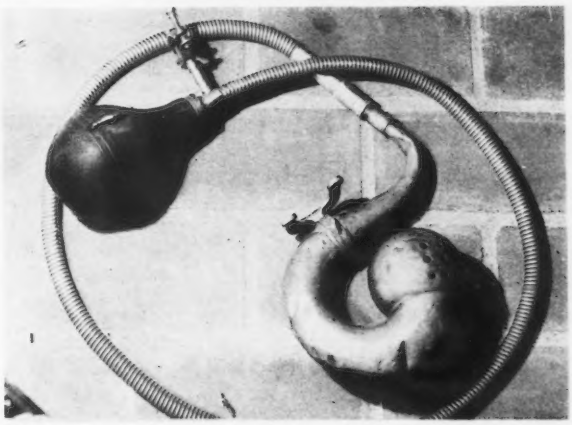
1926 Chevrolet Sedan for parts. Could be restored. Charles G. Ort, 245 Main St., Hackettstown, N. J.

Antique wall telephones. $24 pair. "T" Ford starters and generators $5 each. All prices F.O.B. H. C. Rush, 23 Amsterdam Rd., Yardville, N. J.

Model T Ford Motor block, steering gear, pair of front fenders, set of new over size stem valves (for Ford T). Also some new, old model valves that might fit other relic cars. George W. Tuck, 73 S. Shirley Ave., Pontiac 20, Michigan.

1938 Bentley Coupe de Ville. All aluminum body by Vincents of Reading, identical to Owens Gurney Nutting. Exceedingly handsome and condition parallels appearance. Rear portion of top is fixed. Well worth the price of $3950. Bruce Fagan, P. O. Box 46205, Hollywood 46, Calif.



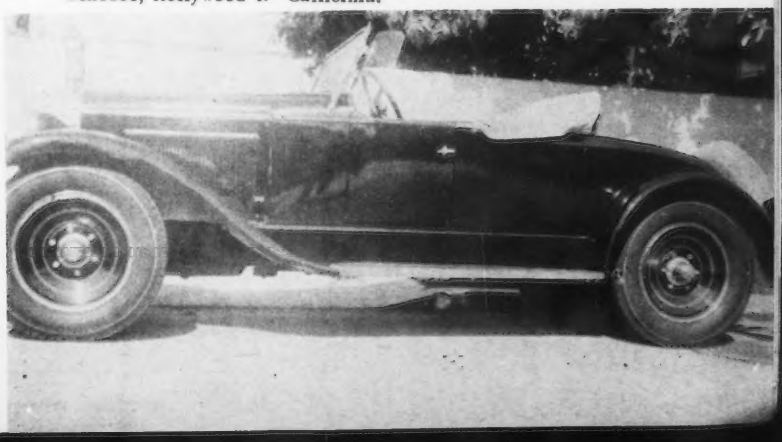


Brass & black T sidelamps; perfect $40. Homans; early $10. Send for list. Packard & Lincoln sales catalogues 1929 up; originals, no reprints. Radiator ornaments for Lincoln, Cadillac, Rolls Royce, Pierce Arrow. Hubcaps & nameplates always available for most makes and years; no brass caps; please send full details. All manuals 1929 up; some earlier. Large horn from 1920 Stutz. Book of 1912 Locomobile. 50 American Automobile Digests 1919 up. Book of 993 wiring diagrams 1920–28. Cadillac 1923 tailight. If I do not reply, I'm looking for you. Gordon Fairbanks, 54 Oakland Ave., Westmount, Quebec, Canada.

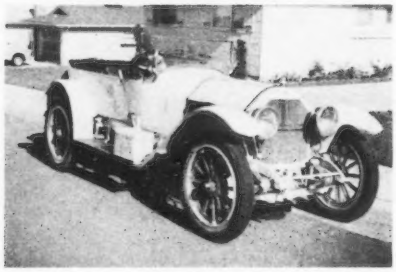
Dietrich Custom on Packard 1937 Super 8; fully restored; ready to go anywhere. Easily worth $1500; asking $1200. Gordon Fairbanks, 54 Oakland Ave., Westmount, Quebec, Canada.

Homans "Self Propelled Vehicles" 1905, 644 pages $12. 1910, 667 pages $10. "Audel's Answers on Automobiles" 1912 476 pages $10. Hall's "Automobile Construction and Repair" 1919, 711 pages $10. Hiscox's "Gas, Gasoline and oil Engines, 1897, 279 pages $15. J. B. Schele, 1738 Trinity Blvd. Ft. Wayne, Indiana.

Wills St. Clair 1926 T Roadster. Completely overhauled, in excellent condition. A rare one. $1750. Flo Adams, 1558 N. Genesee, Hollywood 46 California.



FOR SALE



1915 Stutz Touring, with Mercedes Racing Motor; very good condition, cruises nicely at 45 to 50, top speed 85 to 90. Price $1500. Clyde J. Smart, 1980 Gridley Ave., Reno, Nevada.

1915 Stevens Duryea Roadster. Motor No. 465 DD. New maroon paint job. Garage full of spares included. Asking $1500. Send 25¢ and self addressed envelope for picture. George R. Read, 2488 Riverside Dr., Santa Ana, Calif.

1937 Buick 8 cylinder, four door convertable sedan. Dual sidemounts, fog lights, radio, owners manual, car is complete. In running condition. Will need to be restored to be perfect. Price $675 firm, no trades. Harold Runner, 1201 Brookside Avenue, Redlands, California. Phone: Pyramid 3-3940.

1909 Moline 4 cyl. 5 passenger touring well, restored and ready to drive; asking $2500 or best offer. James G. Easton, 880 Prospect Blvd., Waterloo, Iowa.

1917 National 7 passenger, 12 cylinder touring car. Partially restored. New set of 35x5 Gehrig white wall tires installed. $1,000. Robert L. Gehrig, 721 E. Washington Blvd., Fort Wayne, Indiana.

Model "A" Ford. '31 Deluxe two door Phaeton. Two side mounts. Heavy Naugahide upholstery, pleated as original. Tan top and boot. Trunk rack. No hidden rust. Restored in '54. Pictures during and after restoration available to prospective buyer. $600. Ken Kinnear, Lewis and Clark College, Palatine Hill, Portland 19, Oregon.

Stanley Steamer 30 h.p. boiler, without tubes. Looks O.K. $175. New 26¼"x17" boiler shell with 5/8" crown sheets. Not welded. $150. Jerry Meixner, Owatonna, Minnesota. Route 5.

Wind wing brackets for 30–31 or 28–29; exact copy of the original; solid brass, chrome plated; glass pattern furnished on request free with order, $20 per set. Bumper clamps, complete set of five for $15, or the center clamp only for $2.50, or large end clamps for $3.50 each. Solid brass, chrome plated. Exact copy of the originals. Windshield finger–pulls, takes two per frame, $1 each. Windshield post wing nuts, $1 each. Inside door handles for 2–door Deluxe Phaeton and Model B Roadsters, $7.50 per pair. All prices plus postage. Kenneth Coulter, Sevierville Rd., Maryville, Tennessee.

Pair Semi Bullet headlamps from 1927 Lincoln, 11 inch, perfect condition. Twin beam & parking. Parabeam Lenses $30 F.O.B. Pair Trippe Patent drum headlamps Ford mounted, Bausch & Lomb lenses, double reflector overall 11 inches, from 1924 Marmon $35 F.O.B. Rev. Raymond J. Lowden, 3845 W. Avalon Dr., Phoenix, Ariz.

Sacrifice 1927 Buick Sports Coupe with rumble seat. Original upholstery like new condition, motor overhauled, new paint (green & black). New top. Has had only 57,000 actual miles. This is a real beauty and is in immaculate condition. Only $1,000. Howard Nelson, 2916 Ferry St., Eugene, Oregon. Phone: DI 40296.

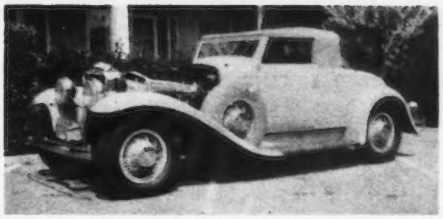
Ford T 1915 chain drive solid tires, ton Formatruck, never used. 1914 T Ford touring, new tires, top, upholstery. 1920 T Roadster. Three big tractor trailer loads of T Ford stuff, new and used teens and 20s. James R. Giles, 219 12th St., Knoxville, Tenn.

1912 Simplex Model 38 sport touring $3,850; 1914 Owen Magnetic touring $3,850; 1922 Mercer Speedster $3,500; 1910 Packard Model 18 roadster $3,850; 1910 Reo touring $1500 1932 Packard 6 wire wheel convertible roadster 8 cyl. $1,100; 1905 Autocar 2 cyl. roadster 2,500; 1904 Locomobile Steamer $2,250. David Tunick, Brook Drive, Greenwich, Conn.

New Eversure English bulb horns. Lacquered brass. Short aluminum tube, $10. New Stewart Model T speedometer, complete with all fittings from wheel to dash, $35. Round "T" sidelights with matching tail light. New, old stock, $10 set of three. Set four TEMCO "T" shock absorbers, new, old stock, $20. Odd "T" square black and brass sidelights, good, $9 each. New E & J Ford #656 black and brass headlight shell only, $12. Unidentified black and nickel headlight, good, complete, $10. Nickel Solar headlight, unidentified model, no door, mirror O.K., $8. Four 26 inch split rims, fair, $8 for all. Everything F.O.B. Robert Olson, 3636 Highland, Allentown, Penna.

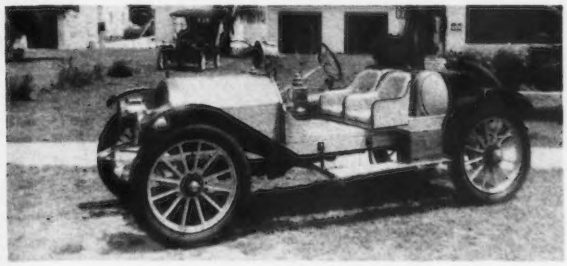
Believed to be Mercury Speedster body. Sell or trade. What's your offer! A rare one. Carroll S. Johnston, 2010 W. 5th, Plainview, Texas.

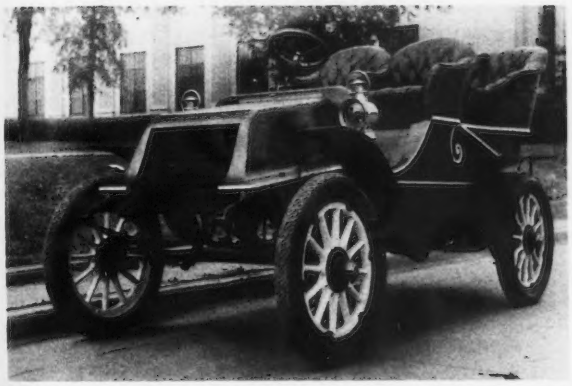
FOR SALE



1931 Stutz eight cylinder convertible sport coupe with rumble seat and golf door. Four speed transmission. Double overhead camshafts. New top, tire covers, and upholstery. Mechanically excellent. Rare and handsome. Will make easy restoration. $1650. J. Ralph Eades, 2419 Fairmont, Santa Ana.

1912 Midland Speedster believed to be the only Midland in existance. Same style as Stutz Bearcat. Like new tires. Complete brass including searchlight and monocle windshield. Car runs very good. Driven on a 400 mile tour in 1957. Price $4000. C. E. Sebastian, 265 S.W. 64 Ave., Miami, Florida.



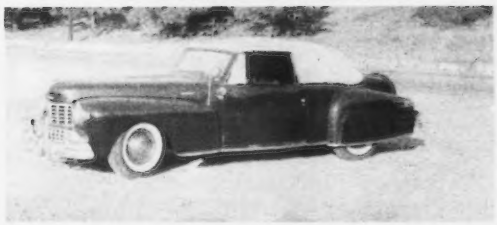


1903 Winton Motor No. E 1126 completely overhauled; in good running condition. New rubber; original upholstery like new, new paint job. Price best offer over $3500. Phone F12-0929 or write Col. C. C. Rinehart, Box 128, Rapid City, S.D.

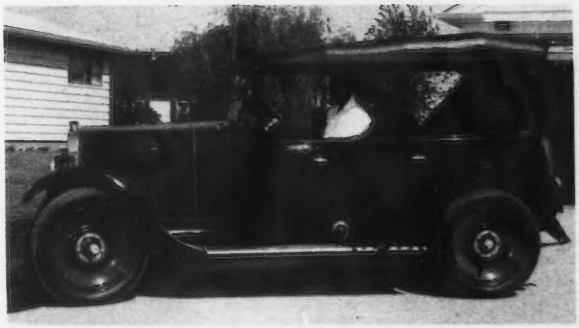
1909 Demot completely restored, new top and new paint job. Price $1600. Joe Sutter, Circle Dr., Bryan, Ohio.

1922 Dodge touring. $800 cash. LeRoy Kamrar, 128 South Street, Blythe, California. Telephone: 1001.

1914 Hudson Roadster Model 6–40, completely restored, new top, upholstery, side curtains, paint, chrome and tires. Motor, transmission and rear end overhauled. Excellent for long fast tours. $1,300 FOB Jacksonville, Fla. Jerry S. Foley III, 3624 Richmond Street, Jacksonville, Fla.



1948 Lincoln Continental Cabriolet. A thoroughly sound car with original engine, low mileage and new top. Trunk interior rough. All other parts good. Best offer over $1000. Will trade up or down for pre–1915 preferably good tour car 07–13. Preston Locke, 201 Grace Dr., South Pasadena, Calif. Phone: SY 9-3400.



1925 Oakland Sport Touring. California top, restored. 19000 original miles. Drive anywhere. $1000. Joseph Sutter, Circle Drive, Bryan, Ohio.

Have you seen the
CHRISTMAS GIFT SUGGESTIONS
on pages 32–41?

FOR SALE

1903 Rambler, 1 cylinder, mechanically complete. Will run. Converted to wheel steering, front box of body missing. Perfect 28x3 wheels. No pictures. $1000 firm. Leonard Davis, 1345 Whitney Dr., Watkins Lake Pontiac, Mich.

Stoddard – Dayton emblems, die stamped, baked enamel, 2½" in diameter. Made from original die by original manufacturer, not a reproduction. $5.00 each postpaid and insured. Roger Abbott, 550 East First St., Azusa, Calif.

"OLE DAVY" for sale. A 1921 American LaFrance, Ole Davy was the first fire engine purchased by the city of Crockett, California. With less than 3,000 miles, Davy has always been kept in perfect operating condition. Full fire fighting equipment....Beautiful paint...Price $3,700. Contact Barth Easton, 420 Market St., San Francisco.

The Automobile Fire Apparatus Operator. Large book. 795 pages. Many illustrations. 1926. Covers all the old, well known rigs. Mailed for only $6. Robert Hicks, 4704 Vineta, La Canada, Calif.

1907 Reo truck rear axle with 2" solid tired wheels $35. New 30x3½ tires $16. 1916 Oakland Motor $50; transmission $20. 1926–27 Durant rear end $20. 1927 Essex motor $25; transmission $15. Enclose self addressed card for reply. Ernest Broadbent. Coulterville, Mariposa Co., Calif.

Stoddard–Dayton 1909 45 H.P. touring, complete and restorable. Includes top and solar headlamps. $1900. Solar 933 side lamps, nickle plated brass $90. Rubes single twist bulb horn with screen $45. New all brass fuel feed air pump $18. Donald G. Harter, 76 Meadow Park, Decatur, Illinois.

1922 Buick Opera coupe. Mileage approx. 32,000. Completely restored. Will travel anywhere. Maroon with black top and fenders. Price $1,000. D. G. Jacquet, 415 National Ave., National City, Calif.

Metz 4 motor. Page & Dykes repair books. Motors repair books to present, cheap. Manuals 1923 Chev. $5. 1925 Buick $7. Studebaker 4 model S.D. 1914 $8. Overland copyright 1915 $10. 1938 Olds. shop $3. English Fords 1934 to present $4. Parts books 1923 Star $4, Buick B24–B25 1913 $6. Parts, junked 1921 Dodge touring, 1927 Chev. coupe, 1938 Olds 6, 1935 Packard 120 sedan. "T" clincher wheels $8. Latest oil tail or sidelamsp $7. John C. Kobs, P. O. Box 484, Wittenberg, Wis.

One 1912 Cadillac 27" rear wheel, two 27" heavy front wheels. Brass Rambler gas tank. Some new Reo parts in the 20's. Brass radiator for 1906 Rambler. One electric spot light, may be from fire engine. Pair Cadillac headlights and cross bar early 20's. Intake manifold for I.H.C. high wheeler. 1907 Reo hood and metal dash. Model T Ford straight front fenders. Two cylinder Buick motor, 1908 two cylinder Buick $800. John Cleverdon, Box 1026, Caldwell, Idaho.

1901 Crestmobile restored. The only one known in U. S. $1800. Joseph Sutter, Circle Drive, Bryan, Ohio.

Old fashioned men's and boys collars, sizes 12 to 17. Some Etons in the small sizes for youngsters. All brand new Arrows in original boxes. No wing type left. All daytime stiff collars, 20¢ each or 6 for $1. Add 25¢ for postage. No C.O.D. Lu Stelling, 1478 35th Ave., San Francisco, Calif.

1927 Stutz 4 dr. sedan (vert. 8), generally good condition, Needs brakes and radiator. Will include used radiator which can be modified to fit. $300. Robert F. 9'Neill, 5632 E. Mabel St., Tucson, Arizona.

1910 Brush runabout. See page 12 Volume 16 No. 5 1954 HCC Gazette for photo. Excellent condition, conquerred Mt. Rose East to West without tow. Everything on car is original and right, not a hashed up collection. $1800. Don Cooper, 275 S. Bailey, Fallon, Nevada.

Chevrolet touring, 1925, needs restoring, $200. Ford roadster, 1924, new turtle, top bows $225. Nash, 1919 touring pickup $100. "A" Ford roadster bodies $50. Complete windwing brackets for open cars $15. Richard Braund, Elroy, Wis.

Swaps

Briscoe instruction book, 1919. Near perfect condition. 56 pages. Also Briscoe gas tank with cap and gas guage, and spare cone–clutch leather lining. Need Model T T Motometer or what–have–you? Charles Teed, 806 Mission Rd., El Paso, Texas.

Will trade brass Stevens–Duryea radiator 1911–1913 for a cyl. block, two pistons and rods for my 1911 6 cyl. Stevens–Duryea 43.8 H.P. Elmer C. Lee, 118 Bank Street, Attleboro, Mass.

Need '12 Ford windshield, rear end, coil box, J. W. Brown #85 right sidelight. '14 Ford bulb horn. Have large bulb horns and brass windshields, etc. for trade. M. S. Nelson, 1912 Mesa Way, Santa Rosa, California.

I have an early set of front fenders and splash pans, about 1912 – 1909. They aren't rusted out or ripped, but need pounding back out. Will trade for 1915 rear fenders, cowl piece that goes between cowl and hood, and hood. Try me – maybe we can trade. Billy Dan Herbert, 3250 East Willard, Tucson, Arizona.

Custom made Rajo head gaskets for following: 1 Rajo gasket for 2 old pre 1914 Calif. original license plates with house numbers. 1 Rajo gasket for 1 old pre 1914 Calif. original license plate with house numbers and 2 brass registration tabs. Either 1914, 1915 or no date. 1 Rajo gasket for 1 old pre 1914 Calif. original leather plate and 2 brass Calif. registration tabs. 1 Rajo gasket for 3 Calif. registration tabs 1914, 1915 or round type without date. 1 Rajo gasket for 2 Horseless Carriage or Antique Car plates from any state. Fred H. Stelling, 465 Bryant Street, San Francisco, Calif. GA 1–3333.

Kansas City and/or Teller automobiles: any year, model, or condition. Also want parts, literature and information for both cars, and would like to correspond with owners of same. James B. Tyler, 309 North Fifth Street, Apartment Four, San Jose, California.

Mercer Raceabout for cash. Also chain drive locomobile and Thomas Flyer OPEN cars. Need complete sets of shock absorbers for 1910 Rolls Ghost (friction type) and set for 90 H. H. Simplex (Flintje.). Also Simplex Motometer, radiator emblem, 90 H.P. Simplex block and exhaust (4 stud) manifold. Simplex headlamps and sidelamps. Mercedes – 1906 4 cylinder original carburetor. A.L.A.M. Handbooks, need ten, what years do you have? Steering wheel and original headlamps for Oldsmobile limited. Three mint pairs of large, early brass, self generating headlamps. One Solarclipse brass, bale handle headlamp # 949 S to make set. Dr. Samuel L. Scher, 1100 Park Avenue, New York, N. Y.

SWAPS

1916 Model 88 Willys–Knight parts car $85. Running board luggage rack $5. 1913 Overland Model 79R parts car $100. Need for 1916 Model 86 7–pass. 6 cyl. Overland 12 tooth pinion, speedo swivel joint, Stamped "RH2½–1", ammeter, tail light lens locking, jump seat. Bill Voorhees, 426 Stratford Dr., Tucson, Arizona.

1914 Maxwell touring in a basket, less body from cowl back, would make a good speedster. Want Model A Roadster. F. S. Nettleton, 89 Barberry Ln., Meriden, Conn.

For '31–'34 Packard. Chrome trumpet horn in working condition, with bracket to swap for a complete Model A horn, or service manual for 1932 PB Plymouth, R. B. Cain, 804 Sunset Dr., High Point, N. C.

1927 Ford coupe, motor overhauld, good tires, original upholstery. I need a 1908 to 1914 Ford body and fenders. What have you to offer? B. J. Hall, 319 So. 3rd St., Hayti, Mo.

One right side all brass Atwood side lamp Model 30 13½ high ball handle, very good. Will swap for a pair side lamps for 1914 "T". B. J. Hall, 319 So. 3rd St., Hayti, Mo.

1914 Ford Roadster, unrestored, for later model roadster or touring restored. M. S. Nelson, 1912 Mesa Way, Santa Rosa, Calif.

Set of tin and brass headlamps and side lamps for 1913–14 Ford. Want brass carbide generator in like condition (excellent). Stan Tull, Jr., 4716 Vincent Ave., So., Minneapolis 10, Minn.

Perfect, large, brass 4 cylinder Maxwell radiator for 1909–11 Ford open valve engine or top bows for same year Ford. Chris Egsgaard, Box 7, Woodland Hills, Calif.

Pope Hartford radiator in good condition, original horizontal tubing, good brass. Will swap for brass radiator and hood for 1915 Model T Ford. Write E. N. Perry, P. O. Box 486, Sacramento, Calif.

Wanted

1940 Buick Model 40, 60, 80, or 90 instrument and radio panels and glove box door. Right rear fender 80 or 90, new only. 1921 Buick 4 23" rim, shop manual, Stewart–Warner, speedometer, cable, housing and swivel and any 1921 literature. Clair Gore, 1449 W. Gage, Fullerton, Calif.

Brass headlamps: 1 J. W. Brown #15, 1 Solar #156, 1 Atwood #84, and 1 Edmunds & Jones #265. Will swap Brown lamp for Atwood Castle or Edmunds & Jones. Donald B. Hess, Route #1, Hanover, Penna.

An instruction manual and shop manual for a 1918 or 1919 Nash Model 681. R. D. Hastings, 5751 Orchard Drive, Yorba Linda, Calif.

King bolts, bushings and right rear axle hub for 1929 Reo Speed Wagon, model FA truck. Lloyd D. Heffernan, 7317 Mary Ave., N. W., Seattle 7, Wash.

Holtzen wood burner for an automobile. Please state condition and about how much it weighs boxed. H. A. Hiers, Granville, Mass.

Names of four cylinder Essex owners not listed in latest register. Would like year, body type, motor, and serial numbers of cars. Will send completed list to owners. Essex 4 parts car in Oklahoma, Tennessee or Central Texas. Capt. Harold R. Everett, G–2 Section, III Corps., Ft. Hood, Texas.

Parts for 1909 Buick Model 10: radiator, motor and transmission complete, and steering gear. What have you for this car and how much? B. Diwood, 204 E. Bismark, Grand Island, Nebraska.

WANTED

For 1930 Pierce Arrow, 7 pass. touring: Front and rear floor mats. Swing type separating windows and frames, Waltham clock and pedal pads. Henry C. Busse, 43 McMunn Ave., Pittsburgh, Pa.

1921 Model T Ford engine, number 5,107,099, known to be bought in or near Salinas. Have original car engine came out of. Will pay any price for (reasonable) engine. Any lead on whereabouts of engine will be greatly appreciated. Write Harry Logue, 53 Kentucky Ave., Salinas, Calif.

1915 – 16 Model T Ford square steel louvered hood. Will pay good price for one in good condition. Ralph S. Simons, 32 W. Franklin St., Tucson, Arizona.

Side water connections, 1 EL & 1 T, and muffler or both cast muffler ends for N.R. or S Ford. These castings are just short of 6½" in diameter. C. L. Ridall, 204 West Dr., Pittsburgh 15, Pa.

One Model A roadster with rumble seat and side mounts. Body and running gear must be complete and in good operating condition. Herman S. Minges, Pepsi–Cola Bottling Company, Lumberton, N. C.

Any electric car. Please give full specifications, condition, history, price, etc. in first letter. Roamer, Revere, or any other sport car equipped with 4 cylinder Duesenberg "side valve" engine. Give full history, condition and price in first letter. D. V. Carter, 4307 W. Lawther Dr., Dallas 18, Texas.

Splitdorf Model T magneto, any condition. Dash mounted coil for dual ignition system to match magneto also required. Arthur F. Dicker, 4480 Young Drive, Wooster, Ohio.

Hood for 1911 T Ford Torpedo Roadster. Hood is about 2" longer than std. Stan Tull, Jr., 4716 Vincent Ave., So., Minneapolis 10, Minn.

Top bows for 1928–29 Model A Ford 4 door touring. Robert F. Dilday, 3845 Pacific Ave., Long Beach 7, Calif.

Information as to where I can buy black topping for antique automobile tops wholesale. Turner Kirkland, Union City, Tenn.

Bracket for mounting oil can on fire wall. Frederick Batcher, 2479 Hartland Ave., Overland 14, Mo.

Non–condenser Stanley Steamer chassis. 20 h.p. Parts, what have you? Also valves, pumps, etc. wanted. Jerry Meixner, Owatonna, Minnesota, Route 5.

1912 Pope Hartford roadster 6 cylinder 60 HP, like one on page 15, June 1958 Horseless Carriage Gazette. James Melton, 60 East 54th St., New York 22, N. 6.

I need the following ALAM and NACC Handbooks: 1904, 1913, 1915, 1916, 1923, 1925 and 1926. I have for trading: 1905, 1907, 1909, 1918, 1920, 1921 and 1922. Let me know what you have to offer. William Pollock, 443 Highland Rd., Pottstown, Pa.

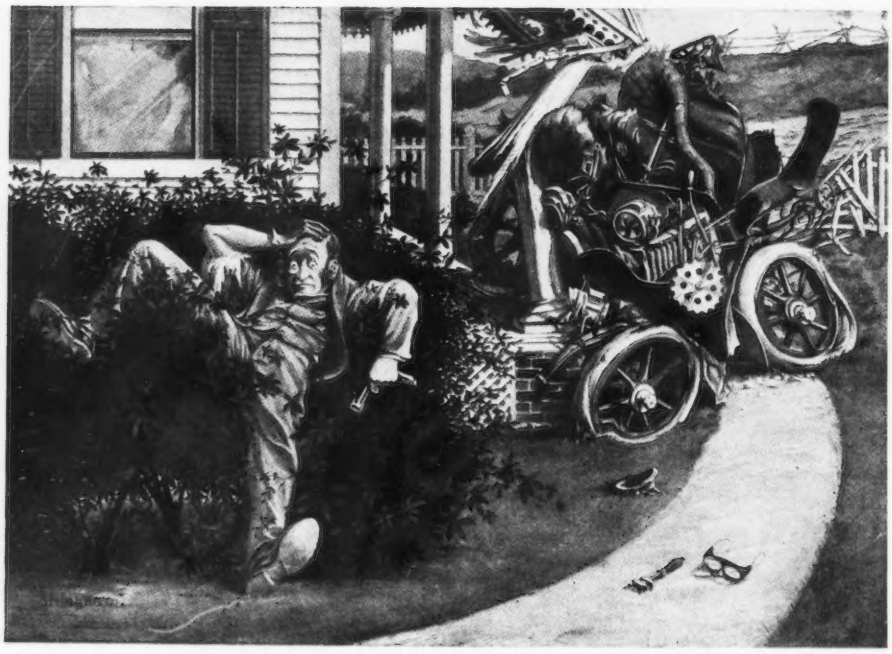
Exhaust manifold for Packard 1928 model 443 eight. Also universal joints and headlamps. L. Morgan Yost, Kenilworth, Illinois.

Need engine or parts for 1908 2 cylinder Reo. Would take any other year Reo engine or parts for the 2 cylinder model. Bob Babcock, 12762 9th St., Garden Grove, Calif.

For 1929 Franklin 135: Purolator oil filter, parking light, throttle, speedometer, gas and oil guages, air filter, heater, new 19" tire flaps. Millard Prentice, 1727 East 35th, Baltimore 18, Maryland.

18 x 375 clincher tires. A. R. Mercer, 4604 Pepperwood, Long Beach 8, Calif. HA 525–35.

From the collection of Dr. A. S. Lewerenz



"Mr. S. Park Plug, the well-known autoist, is now resting on his laurels."

"Please mister, give my sister a ride. She's got the bug bad."

"Look here! You advertised this auto you sold me to go from four to sixty miles an hour."

"Yes, sir. That's right. Four miles up hill and sixty down."

*

"Do you consider a chauffeur worth two hundred dollars a month?"

"Well, the last one I had ran away with my wife, and you knew my wife, old man."

*

Ned: What are you doing these days?

Ted: Trying to make an honest living selling Automobiles.

Ned: Well, you ought to have no opposition.

Current Restorations

MAKE	YEAR	CYLS.	MODEL	BODY

BUICK ..... 1911 ..... 4 ..... 21 ..... Touring
NEEDED: Rear half of body and doors and rear end gears.
Charles E. Ferrett, 787 DeAnza Dr., San Jacinto, Calif.

BUICK ..... 1912 ..... 4 ..... 43 ..... Touring
NEEDED: Radiator shell and rear end gears.
Charles E. Ferrett, 787 DeAnza Dr., San Jacinto, Calif.

BUICK ..... 1913 ..... 4 ..... 24 ..... Roadster
NEEDED: Front fenders and complete body.
Charles E. Ferrett, 787 DeAnza Dr., San Jacinto, Calif.

CADILLAC ..... 1911 ..... 4 ..... 30 ..... Touring
NEEDED: 1911 Cadillac five passenger wooden touring body without front doors, complete top assembly, rear door latches and handles.
A. W. Fogelstrom, 960 Fifth Ave., Eugene, Ore.

CAMERON ..... 1903 ..... 1 ..... Roadster
Don Colee, 3812 E. Coronado Rd., Phoenix, Ariz.

CHALMERS ..... 1913 ..... 4 ..... 17 ..... Touring
NEEDED: One air injection valve for cylinder and one Gray & Davis dynamo type G.
Herbert Royston, P. O. Box 25503, W. Los Angeles 25, Calif.

E M F ..... 1910 ..... 4 ..... 30 ..... Roadster mother-in-law-seat
NEEDED: Bosch dual magneto and Splitdorf dual wood-box coil.
Marvin F. Studebaker, Route 3, Box 568, Fairfax, Va.

FORD ..... 1907 ..... 4 ..... S ..... Roadster
NEEDED: Complete body, fenders, fender irons, radiator with pump, hood, lamps, or any parts that can be copied.
La Verne A. Orcutt, 1212 No. La Brea Ave., Inglewood 3, Calif.

FIAT ..... 1909 ..... 4 ..... 7 Pass. Touring
Liston Zander, 625 No. Alama, San Antonio 2, Texas.

FORD ..... 1911 ..... 4 ..... T ..... Torpedo Roadster
NEEDED: Original bulb horn and hood. The hood was shaped like the other brass Fords but was two inches longer on the Torpedo models.
Stan Tull, Jr., 4716 Vincent Ave. So., Minneapolis 10, Minn.

GARFORD-STUDEBAKER ..... 1907 ..... 4 ..... Limousine Landaulet
NEEDED: Instruction manual, Gray & Davis tail light #817, Stewart & Clark brass 8-day 3" diameter clock, Stewart 60 MPH brass 3-1/8" diameter speedometer.
O. O. Ediger, 1 Cypress Dr., Wichita, Kansas

HUPMOBILE ..... 1909 ..... 4 ..... 20 ..... Roadster
NEEDED: Frame axles, wheels, carburetor, and magneto.
Charles B. Imhoff, 2008 Colton Blvd., Billings, Montana.

OLDSMOBILE ..... 1904 ..... 1 ..... Curved Dash
NEEDED: Front end, rear end, and springs.
Leslie Halverson, St. Olaf, Iowa

OVERLAND ..... 1912 ..... 59 ..... T ..... Touring
NEEDED: Rear axle housing and axles, rear springs, rear fenders, rear wheels and hubs, tail light, and side lamps and brackets.
Bruce H. Thompson, Box 285, Mills, Wyoming.

PACKARD ..... 1928 ..... 6 ..... 5-26 ..... Convertable Coupe
NEEDED: Set of valves.
Charles E. Ferrett, 787 DeAnza Dr., San Jacinto, Calif.

LISTINGS FOR THIS DEPARTMENT SHOULD BE SENT TO
Burr Prentice II
9734 Garnish Drive
Downey, California
SEND DETAILS ON A POSTCARD. SUBMIT NO MORE OFTEN THAN EVERY THIRD ISSUE, AND BE SURE TO INCLUDE YOUR CURRENT HCCA MEMBERSHIP CARD NUMBER. LIMIT NEEDS TO 20 WORDS.

POPE HARTFORD ..... 1905 ..... 2 ..... D ..... Touring
NEEDED: Front axle, radiator, hood, rear wheel brake assemblies, body plans, fender patterns, 4-30 X 3½ 12 spoke heavy duty artillery wheels and hubs, and Hill 6 feed precision oiler.
Herb Prentice, 9734 Garnish Dr., Downey, Calif.

POPE HARTFORD ..... 1911 ..... 4 ..... 7 Pass. Touring
Bill Harrah, Box 8, Reno, Nevada.

POPE HARTFORD ..... 1912 ..... 4 ..... 5 Pass. Touring
Bill Harrah, Box 8, Reno, Nevada.

POPE HARTFORD ..... 1913 ..... 4 ..... 5 Pass. Touring
NEEDED: Wheels and rims (27"), and top bows.
Bill Harrah, Box 8, Reno, Nevada

POPE HARTFORD ..... 1913 ..... 4 ..... 31 ..... Touring
NEEDED: Tool box that goes under the rear seat and set of 27" wheels.
John Ogden, 2929 Chatsworth Blvd., San Diego, Calif.

RAMBLER ..... 1904 ..... 2 ..... K ..... Touring (detach. tonneau)
NEEDED: Self generating head lights, radiator or brass to make same, two hub caps, two carburetors and two cylinder coil box.
Bruce H. Thompson, Box 285, Mills, Wyoming.

ROLLS ROYCE ..... Springfield Picadilly Silver Ghost Roadster
NEEDED: Running Board battery box cover.
Liston Zander, 625 North Alamo, San Antonio 2, Texas

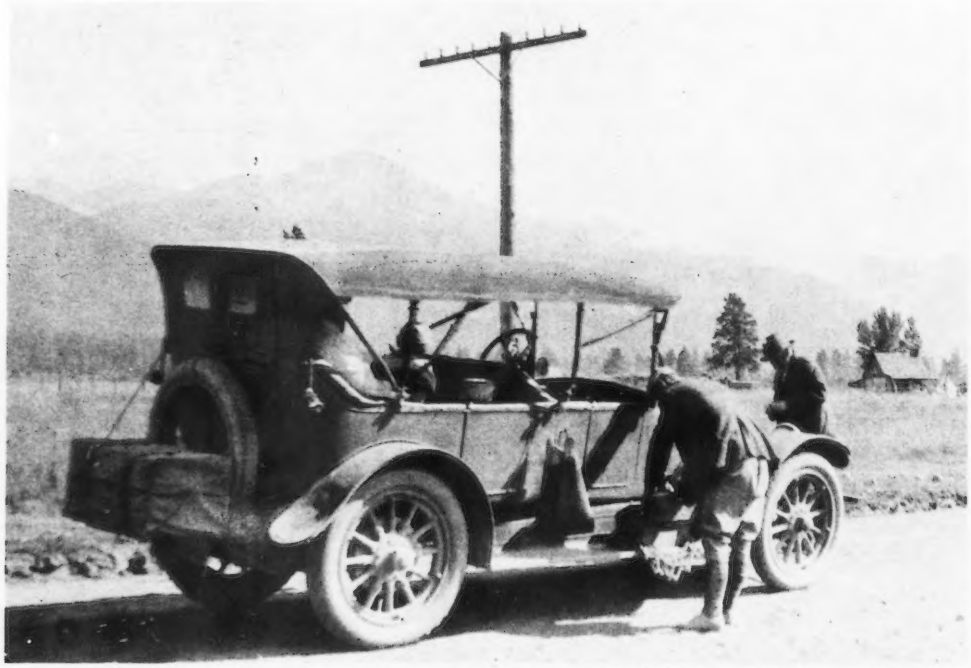
STANLEY STEAMER ..... 1906 ..... 2 ..... Gents. Roadster
NEEDED: Fenders, dashboard, water pump parts, and lights.
Leslie Halverson, St. Olaf, Iowa

STANLEY STEAMER ..... 1912 ..... 2 ..... 30h.p. ..... 7 Pass. Touring
NEEDED: Engine with or without rear end, or engine block 30hp, Stanley side lamps, combination electric and oil light.
Jerry Meixner, Rural Route 5, Owatonna, Minnesota

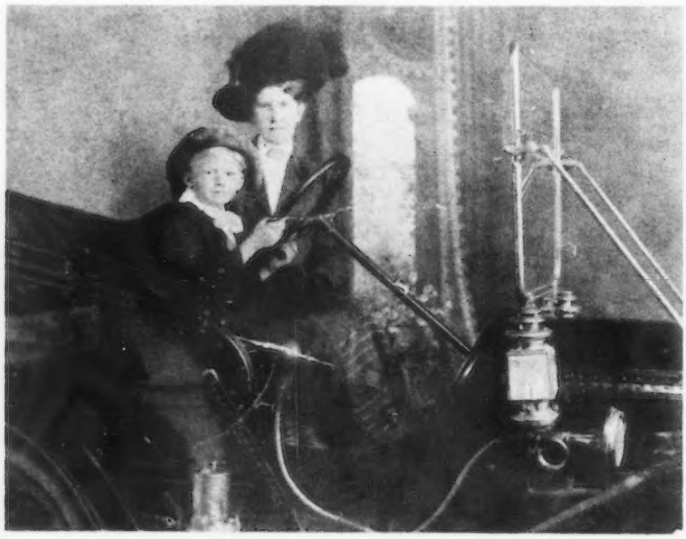
WAGNER ..... 1912 ..... 1 ..... 12-4 ..... Motorcycle
NEEDED: 2-28x2½ 36 spoke clincher rims, tires & tubes, Instruction manual, catalogues, and advertisements.
Burr Prentice II, 9734 Garnish Dr., Downey, Calif.

WHITE ..... 1910 ..... 4 ..... 5 Pass. Touring
NEEDED: Speedometer.
Bill Harrah, Box 8, Reno, Nevada.

Our Family Photo Album



James Shaffer of Lakeside, Montana, submitted this photo of a 1913 INTERSTATE he owned in about 1920. It is shown here near Yellowstone National Park, and in the right background the smoke of a forest fire is barely visible. This car is now being restored by member Thain White.



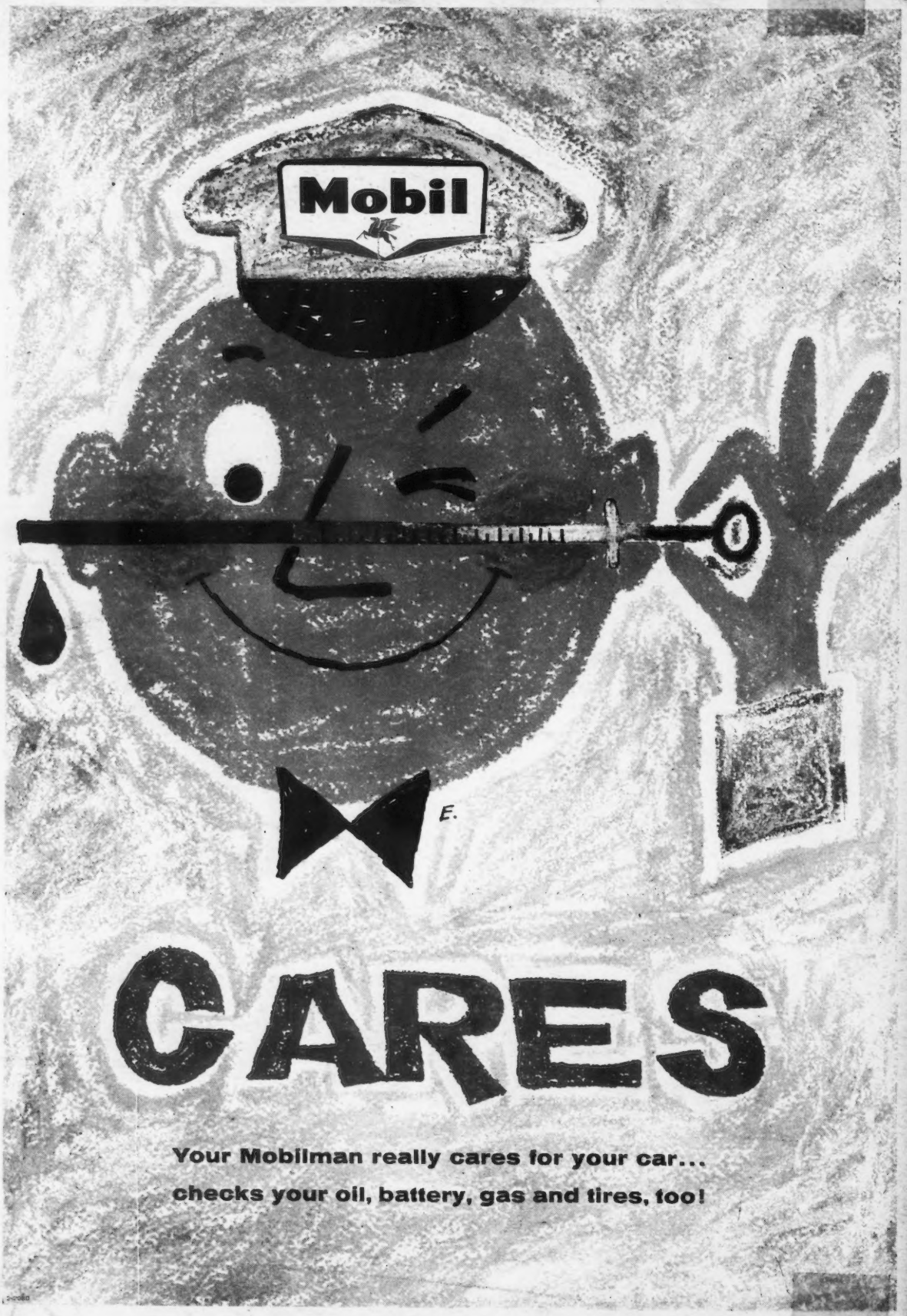
Dr. Raymond Lowden of Phoenix, Arizona, has been interested in autos for a long time. Here he is pictured at the wheel of a 1910 METZ, with his mother beside him.

Bill Norton and party of Berkeley, California, are shown here stopped on the road to Yosemite National Park in 1914. The car is a seven passenger ABBOTT–DETROIT.

THE 1911 *Cattlelack*

A NEW HEIGHT OF MOTORING MAGNIFICENCE

CATTLELACK owners tell us that driving this new "King of Cars" seems to inspire a feeling of respect as well as incredulity from those who cannot afford to own such an automobile. They say that pedestrians instinctively steal a glance at the CATTLELACK to drink in its breathless beauty, to weigh it as a symbol of success, and most important of all, to remain at the curb in complete reverence as the the CATTLELACK passes by! Yes, your purchase of a new CATTLELACK is a ticket to many hours of driving ecstasy and social distinction. Write today for free blue book brochure: "How to have your CATTLELACK and eat it too".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